

# THE ILLUSTRATED LONDON NEWS

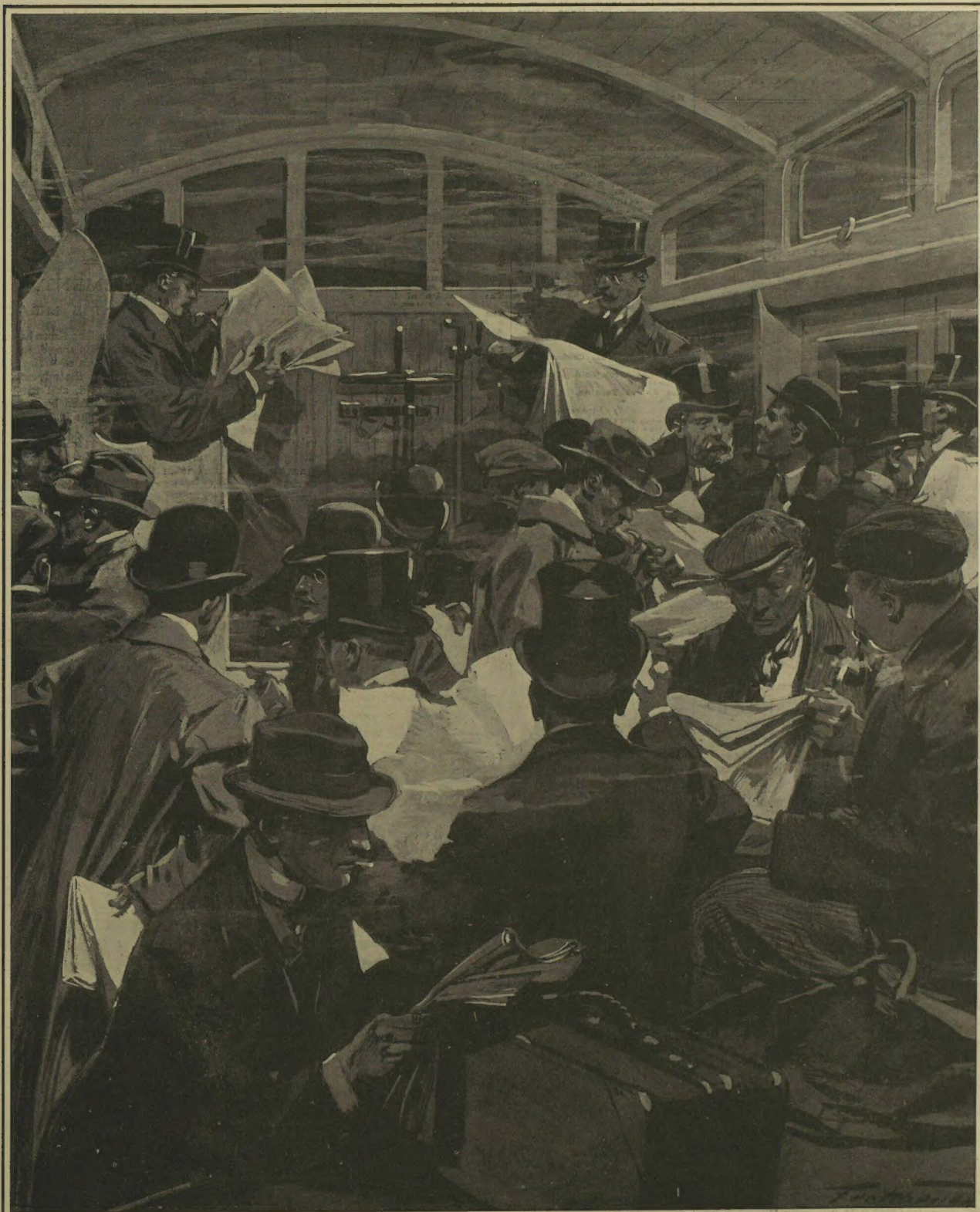
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SATURDAY, MARCH 16, 1912.

With Coloured Supplement: "The Miracle." SIXPENCE.

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DRAWN BY OUR SPECIAL ARTIST, FRÉDÉRIC DE HARNEN.



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## PARLIAMENT.

A SPEECH by Mr. John Burns, who eulogised himself as a practical, simple, energetic man, was one of the picturesque events of the week in the House of Commons. His department was severely criticised by his old "comrades" on the Labour benches, and complaint was made on both sides that his administration of the Poor Law was more rigid than that of his Conservative predecessors; but in a very long speech with alliterative phrases, familiar quotations, and endless sentences he gave a most satisfied, sanguine view, and his buoyant, masterful manner almost dominated the House. While useful work has been done on the Estimates, fresh projects have been piled upon the enormous legislative programme. The Government followed up their support of a private member's One-Man-One-Vote Bill by approving of a Non-conformist follower's measure with reference to schools in single-school areas, although they announced for next session a comprehensive Education scheme of their own, and on Tuesday they suddenly introduced a Scottish Temperance Bill (with a local option on licenses) which had been fashioned under the charge of unofficial members in previous sessions. Some uneasiness having been caused in Nationalist quarters by the announcement that the Home Rule Bill would not be brought in before the Easter recess, Mr. Robert Harcourt gave Mr. Asquith the opportunity of stating on Monday that he would introduce it immediately after the reassembling of the House, which is to separate for only two or three days, and this reassuring intimation was received with jubilant cheers by Mr. Redmond's followers. In view of the arduous work which lies before the House several Unionists who could not attend constantly throughout the Session have resigned, so that the Opposition may be enabled to display its full fighting strength. Mr. Glazebrook, the victor of South Manchester, had an enthusiastic reception when he took his seat; and Mr. Hewins, of the Tariff Reform League, was also greeted very cordially after an uncontested election for Hereford.

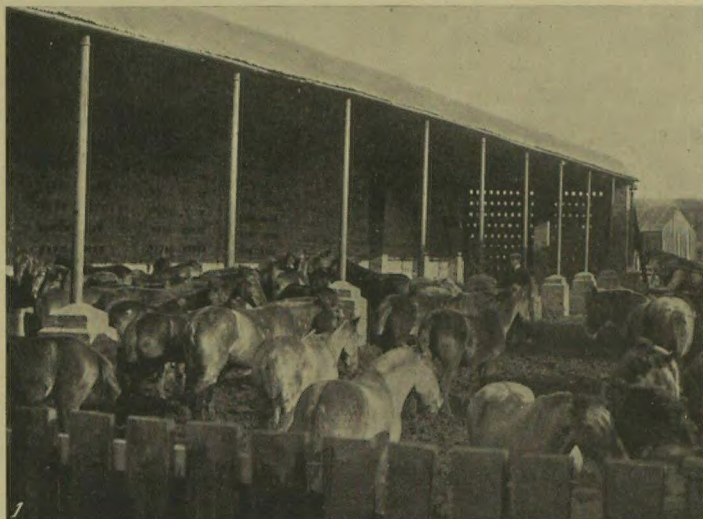
## OUR SUPPLEMENT.

### THE LAST SCENE OF "THE MIRACLE."



# THE GREAT COAL STRIKE: THE CAMERA AS RECORDER.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, W. LOCKEY, ILLUSTRATIONS BUREAU, N. NEAVE, AND TOPICAL



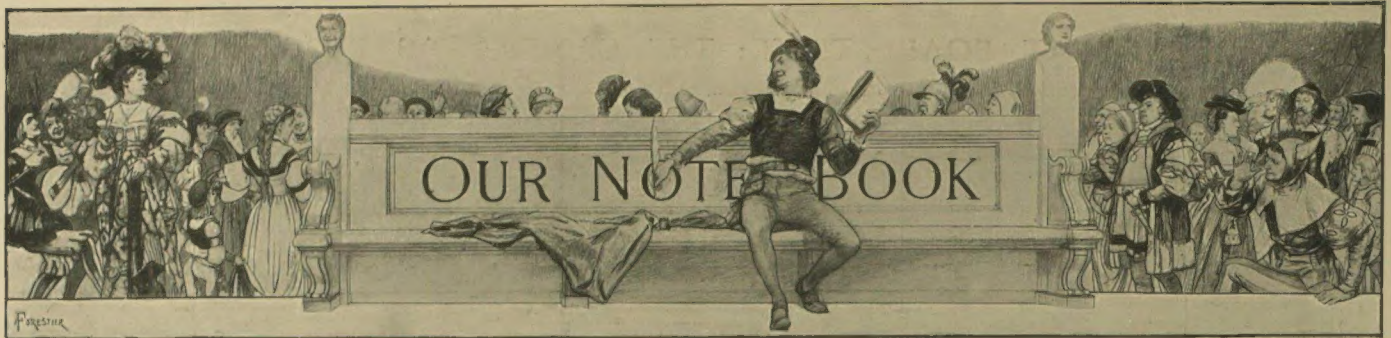
1. ANIMALS WHICH, IN SOME CASES, HAD NOT SEEN DAYLIGHT FOR YEARS UNTIL THE STRIKE CAUSED THEM TO BE RAISED ABOVE-GROUND: PIT-PONIES "RESTING."
2. AFTER THE CELLARS HAD BEEN FILLED! COAL STORED ON THE TOP OF AN OFFICE IN BOUVERIE STREET, LONDON, FOR EMERGENCY USE DURING THE STRIKE.
3. STRIKERS PLAYING THE ROYAL AND ANCIENT GAME: MINERS GOLFING AT THE BULWELL ARTISANS' GOLF CLUB, NEAR NOTTINGHAM.

Of photograph No. 2 it should be said that the miners handle the life-boat with great skill, and are credited with forming one of the smartest crews on the North-East Coast. The mining village of Cambois is about a mile in length, stretching along the sand-banks.

4. MANNEED ENTIRELY BY COAL-MINERS: THE LIFE-BOAT WHOSE STATION IS AT CAMBOIS, NORTH OF THE RIVER BLYTH, NORTHUMBERLAND; WITH ITS CREW.
5. UNAFFECTED BY THE STRIKE: A COLLIERY AT RAINOW, NEAR MACCLESFIELD, WHICH IS LEASED AND WORKED BY ONE MAN.
6. THE STRIKERS' "HOLIDAY": MINERS IN PLAYFUL MOOD CROWDING INTO A PICTURE PALACE AT SOUTH SHIELDS, HALF OF THEM OBTAINING ADMISSION FOR NOTHING.

A number of the miners own small craft, and occupy much of their spare time in fishing. The one-man coal-mine shown in the fourth photograph has a shaft which is an inclined tunnel leading down into the hill. A water-wheel supplies power to the winding-drum.





By G. K. CHESTERTON.

I—"singularly moved, to love the Lovely that are not beloved"—love Missionaries. When I say I love them, I mean what I say in its most mystical and transcendent sense. I do not like them—who could? Besides, I scarcely ever see them. But I have a real spiritual sympathy with them, such as one has with anyone who is, upon the whole, making a good fight; and who is, upon the whole, misrepresented. It is said, for instance, that they cause wars. But this could be said of all idealists, from Judas Maccabæus to Jean Jacques Rousseau; from pilgrims in Palestine to pure-minded patriots in Virginia. It is also said that they underrate and misunderstand the other creeds with which they come in contact. This also is true of all enthusiasts; and I will undertake to say that the cheery Baptist Missionary from Exeter Hall knew as much about Taoism as he ever had known about Catholicism or Russian Orthodoxy or Christian history, as a whole. And if some of the modern Missionaries do really fail, or fall into ruinous intrigue, it is not because they preach their creed; it is because, like so many modern people, they have no creed to preach.

But I have a particular reason at this particular moment for saying a word for the Missionary. It is because of the curious crisis in modern China. It is because the Missionary is the isolated and perhaps accidental representative of a principle now ignored over nearly the whole of our planet. He is, I do not doubt, often blundering, often bigoted, often simply heretical—which means wrong. But he is the last representative left of the idea of changing a community from the inside: of changing it by changing the *minds* of its citizens. Or, rather (to preserve free will, the only basis of political freedom), to get the citizens themselves to change their minds: there are plenty of people here in England, too, whose minds seem to want changing. Missionaries do try to alter society from the inside; while all statesmen and sociologists, reactionary and revolutionary, old-fashioned and new-fashioned, try to change it from the outside. I have no theological sympathy with that sort of Evangelical Missionary who is said to cause trouble in many colonies and dependencies, and interrupt our Imperial Destiny. But, though the alternative would be agony, I think I would almost rather be the Evangelical than the Imperialist. I would rather fall into foreign trouble for some sort of enthusiasm than provoke or avoid it on mere commercial calculation. I would prefer (like a mere missionary) to be forced to fight because I had failed to persuade, rather than (like the ordinary Imperialist) be forced to persuade because I had most conspicuously failed to fight.

Now take the case, the very interesting case, of the new Republic in China. Many Missionaries have tried to change the great soul of China from the inside; and some Missionaries very nearly succeeded. When Francis Xavier went there in the sixteenth century, he converted millions to Christianity. Without firing a shot, without nailing up an edict, he altered the intellectual attitude of about half the

southern Chinese. So preponderant, so practical, was the effect that I have heard a historical scholar express positive relief at his ultimate failure and recall; because (as my friend said) "it would have been pretty awful if Christianity consisted mostly of Chinamen." Now, whatever we think of that vast and peaceful persuasion of the mind, let us consider a little what has actually happened in its place. I do not insist specially on the fact that Xavier introduced Western ideas into China without one drop of blood or one gesture of coercion, while the new Chinese Republic has only introduced Western ideas by militarism, and even massacre. This distinction will appeal to some of my Quaker friends. But I am a good

Missionaries who told us (now and then) about a Chinaman. The Chinese convert, perhaps stupidly, perhaps crazily, perhaps corruptly, did at least individually transfer his personal allegiance from one thing to another. If all other Chinamen did the same, the soul of the people would take a new turning. China is a republic, we are told. But is the Chinaman a republican? Unless the Chinaman is a republican, China is not a republic.

I am like all other journalists in the fact that I write about what I don't understand. I am unlike all other journalists in the fact that I admit that I don't understand it. In this case, like Socrates and Miss Dartle, I only ask to be informed. It may be that every individual Chinaman, throughout a continent larger than Europe, really recites the clear rules of Rousseau and the civic patriotism which has made the small republics of the West. It may be that there are already three of those funny little square painted letters, like sketchy propositions in Euclid, standing for the words "Liberty, Equality, and Fraternity." It may be that every yellow coolie can explain the principle of self-government. It may be that every man with a pigtail has perfected himself in Parliamentarism. I hear the pigtail is to be cut off. So is Parliamentarism. It is even more probable that the Chinaman, like the Russian, is really democratic and always has been, by means of little communes and local self-government. It is

even more probable that he will go on being democratic or undemocratic in his own way; paying just about the amount of attention to Peking that Macbeth or Offa or Brian Boru would have paid to Byzantium. The Chinese Revolution may, perhaps, not have happened at all; or happened thousands of years ago. Perhaps China was always a republic.

In any case, we must put in a protest against this modern tendency to make a republic without having converted anybody to republicanism. The latest examples of the tendency have not been encouraging. Turkey was turned into a complete British Constitution; and immediately began to butcher and ravish the Albanians. Portugal was turned into a pure republic; and instantly fired off guns at all the workmen who had the impudence to go on strike. All over the world to-day we can find the same futile and yet arrogant deception; the notion of a popular government which has no sort of support from the populace. Small cliques now proclaim a republic, just as

in the intrigues of Henry VI. or Edward VI. small cliques used to proclaim a King.

That is why I want my friend the Missionary back again. I need hardly say that I want him to convert people to the right creed; that is, to my creed. But I want to know something more than that Chinamen have lost their pigtails. I am interested in their heads and not their hair. And I ask for some ordinary Missionary to tell me, not merely whether Chinamen have been converted to Christianity, nor even whether Chinamen have been converted to Republicanism; but whether Chinamen have, in real truth, been converted to anything at all.



REJECTED BECAUSE OF ITS PIG-LIKE ELEPHANT: THE 1911 RUPEE. NEWLY DESIGNED WITH A MORE REALISTIC ELEPHANT: THE 1912 RUPEE.



THE PIG-LIKE ELEPHANT WHICH OFFENDED THE NATIVES OF INDIA: A DETAIL-ENLARGEMENT FROM THE 1911 RUPEE.



THE ELEPHANT RE-DESIGNED SO AS NOT TO RESEMBLE A PIG: A DETAIL-ENLARGEMENT FROM THE NEW 1912 RUPEE.

Our fellow-subjects in India are more particular than we are about the details of the Imperial coinage. In "The Illustrated London News" of January 13 was reproduced the first George V. rupee, issued on Durbar Day, December 12. The previous rupee had not found favour in India because the head of King Edward was shown bare, without any crown or other symbols of royalty. The natives dubbed it "the naked head." The portrait of King George on the new rupee was designed by Mr. Bertram Mackennal. This coin, however, was even more distasteful to the Indians, for they declared that a microscopic elephant, among the King's emblems, rather resembled a pig. A new 1912 rupee has, therefore, been designed, with a more realistic elephant. Our photographs illustrate the difference. The small circles on the coins indicate the portion enlarged.

The "pig" rupee will be a numismatic rarity. The greasing of cartridges with pig-fat was a pretext for the Indian Mutiny.

Copyright Photographs specially taken for "The Illustrated London News."

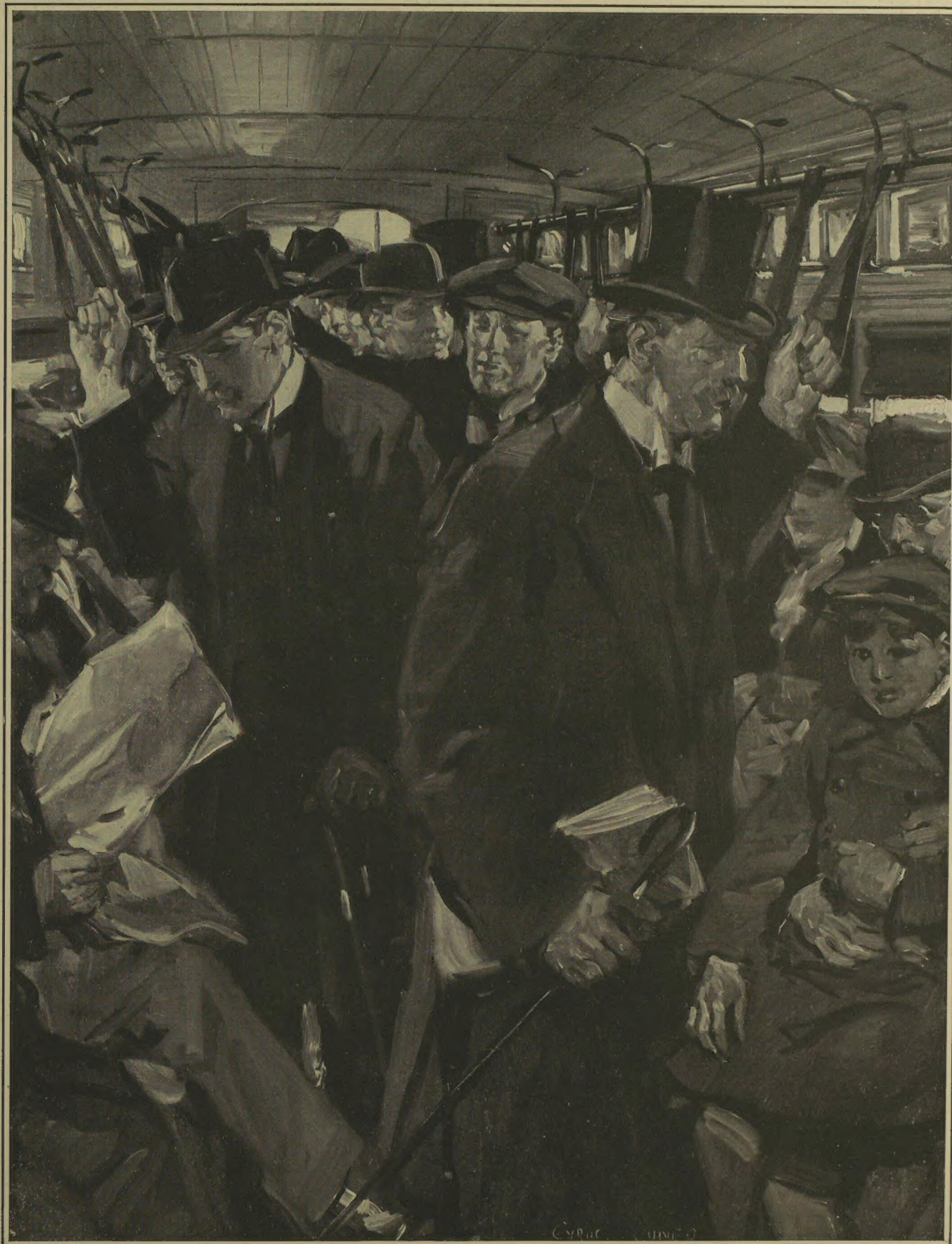
old-fashioned Republican, and have no more objection than Washington or Madame Roland had to war in a just cause. The doubt I have is not whether China ought to become republican by arms. My doubt is whether China has become republican at all. Right or wrong, the process has been military, not missionary. It has been conquest, not conversion. Now, China, a nation of philosophers, has got quite used to being conquered. But, save for that short shock given it by St. Francis Xavier, there has never been the faintest suggestion of its being converted.

The journalists have told us a great deal about China: but I must confess I prefer the silly old



## BY GRACE OF THE BOARD OF TRADE: "COAL STRIKE" STRAP-HANGING.

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.

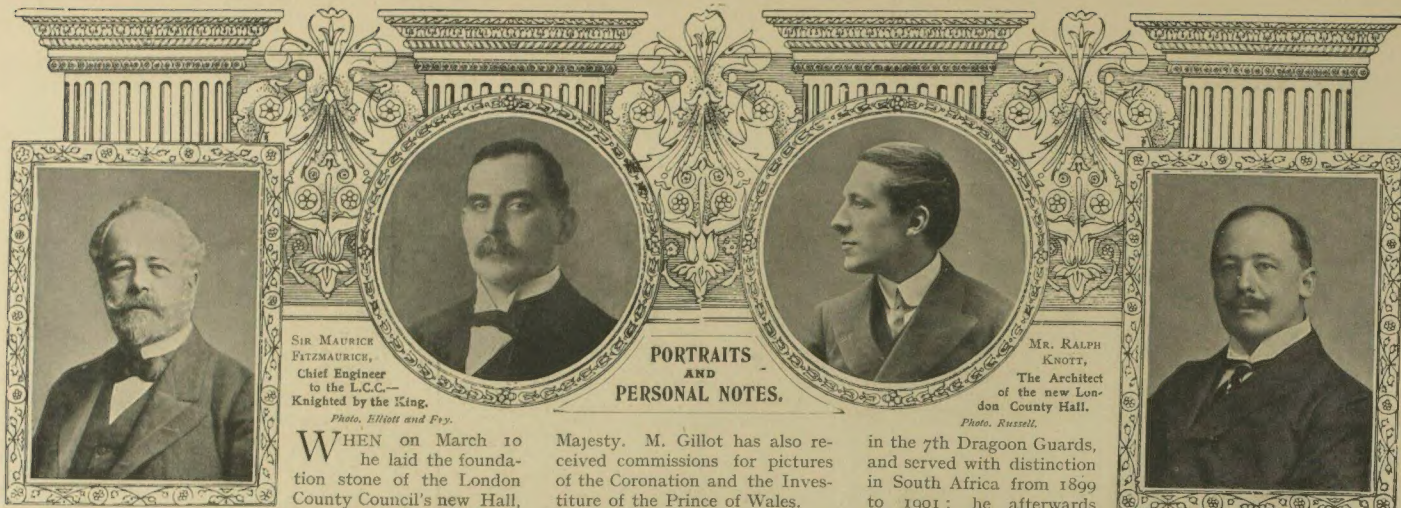


A STERN RULE BROKEN BY PERMISSION IN VIEW OF A RESTRICTED SERVICE: FIFTEEN PASSENGERS IN EXCESS OF THE REGULATION NUMBER CARRIED IN AN L.C.C. TRAM-CAR.

In view of the very overcrowded state of the L.C.C. tram-cars, due to the restricted service made necessary by the Coal Strike, the Board of Trade, desirous of meeting the case of the stranded passenger to some extent, sanctioned a special bye-law the other day permitting

fifteen passengers in excess of the regulation number to be carried on each car; these passengers to stand in line down the centre of the car's lower saloon. The upper compartments are not similarly "privileged," doubtless because the tram might in that case be top-heavy.





SIR MAURICE FITZMAURICE,  
Chief Engineer  
to the L.C.C.—  
Knighthood by the King.

Photo, Elliott and Fry.

WHEN on March 10 he laid the foundation stone of the London County Council's new Hall, the King conferred the honour of Knighthood on the Chairman of the Council, now Sir Edward White, and its Chief Engineer,

SIR EDWARD WHITE,  
Ex-Chairman of the L.C.C.—Knighthood by the King when he laid the Foundation-Stone of the new County Hall.

now Sir Maurice Fitzmaurice. Sir Edward White's term of office as Chairman terminated the following day. He represents West Marylebone. In 1910 he contested the Radcliffe Division of Lancashire as a Unionist.

Sir Maurice Fitzmaurice is responsible for the engineering work of the handsome stone embankment that lines the river frontage of the new London County Hall. He has been Chief Engineer to the L.C.C. since 1901, and has been associated with many important works, including the Rotherhithe and Blackwall Tunnels, the new Vauxhall Bridge, Kingsway, and the tram-subway. He was formerly engaged on the Forth Bridge and the Assuan Dam.

Mr. Ralph Knott, the young architect whose design for London's new County Hall was selected out of ninety - and - nine competitors, has every reason to be proud of his success. At the laying of the foundation-stone ceremony, the King personally congratulated him, and he received a specially enthusiastic cheer from those present. Mr. Knott was at one time in the office of Sir Aston Webb.

Majesty. M. Gillot has also received commissions for pictures of the Coronation and the Investiture of the Prince of Wales.

Several women now have fallen victims to aviation, among them Mlle. Denise Moore, while others, as the Baroness de la

in the 7th Dragoon Guards, and served with distinction in South Africa from 1899 to 1901; he afterwards became a Captain in the Royal North Devon Hussars. The Liberals are not contesting South-East Essex, the Unionist candidate for which is the Hon. Rupert Guinness.

At the time of the Duke of Fife's fatal illness, the Princess Royal's honorary surgeon, Mr. Abbot Anderson, as he then was, hastened to Egypt on an urgent summons, but all was over when he arrived. He has since been knighted by the King. Born in 1861, he was educated at University College, London, and at Newcastle. He is a Fellow of the Medical Society of London, and in 1906 received the M.V.O.

Tariff Reform has obtained a strong supporter in the House of Commons by the return, unopposed, for the Hereford Division of Professor William Hewins, Secretary of the Tariff Commission. The bye-election was due to the resignation of Mr. J. S. Arkwright. Professor Hewins was formerly Director of the London School of Economics, and afterwards Tooke Professor of Economic Science and Statistics at King's College.

Like his elder brother, Lord Kitchener, the late Sir Frederick Kitchener, Governor of Bermuda, saw much active service. He fought in Afghanistan, and accompanied Lord Roberts to Kabul. In 1896 he was Director of Transport in the Dongola Expedition, and two years later held the same post in his brother's final advance to Khartoum. He took part, under Buller, in the relief of Ladysmith, and later in the war he commanded a brigade and a mobile column.

Sir William Keswick, who died recently, had represented the Epsom Division of Surrey, as a Unionist, continuously since 1899. As head of the firm of Jardine, Matheson and Co. China merchants, he was formerly well known in the Far East, being on the Legislative Council of Hong-Kong, Chairman of the Chamber of Commerce there and at Shanghai, and Consul-General. In 1897 he was High Sheriff of Surrey. He was connected with many important companies.

A VICTIM OF THE AIR.  
THE LATE Mlle. SUZANNE  
BERNARD, KILLED WHILE FLY-  
ING AT ETAMPES.

Roche and Mme. Franck, have been seriously injured. Mlle. Suzanne Bernard, who was killed at Etampes on March 10, was

By the death of Chancellor Tristram, an interesting figure is removed from the legal and ecclesiastical world. He was the last survivor of the historic body known as Advocates of Doctors' Commons, and his position was also unique in that, although made a Queen's Counsel, in 1881, he was not a barrister, his legal qualification being an Oxford degree. During the last forty years he took a prominent part, as counsel or as Judge, in the ritual controversies of the Church of England. He was born in 1825.

THE LATE DR. T. H. TRISTRAM,  
Chancellor of the Dioceses of London,  
Hereford, Ripon, Wakefield, and Chichester.

King George recently gave a sitting to M. Louis Gillot, the distinguished French artist commissioned by the French Government to paint a picture of the Coronation Naval Review at Spithead, to be presented to his



Photo, Elliott and Fry.

Who is painting a picture of the Coronation Naval Review, to be presented to the King by the French Government.



SIR H. HESKETH BELL,  
Appointed Governor of the Leeward  
Islands.

Sir Hesketh Bell, who succeeds Sir E. B. Sweet-Escott as Governor and Commander-in-Chief of the Leeward Islands, has since 1909 been Governor of Northern Nigeria, now amalgamated with the southern province as Nigeria. Sir Hesketh Bell has been Receiver-General of the Bahamas, Administrator of Dominica, and Governor of Uganda. He is the author of a "Geography of the Gold Coast," "Obeah," and "A Witch's Legacy."

Mr. Morrison Kirkwood, whose resignation has caused a vacancy in the South-East Division of Essex, was elected as a Unionist for that constituency in 1910. He was formerly

MR. J. H. MORRISON KIRKWOOD,  
Who has Resigned his Seat as M.P.  
(Unionist) for South-East Essex.

only nineteen, and was very popular. The accident occurred during the third test for a pilot's certificate. She made the mistake of trying to rise while turning at a height of two hundred feet.

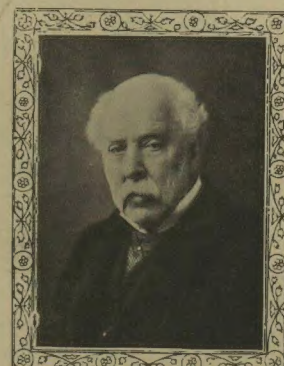


Photo, Elliott and Fry.



THE LATE LIEUTENANT-GENERAL  
SIR F. W. KITCHENER,  
Governor of Bermuda—Brother of Lord  
Kitchener.

Photo, Bazzano.



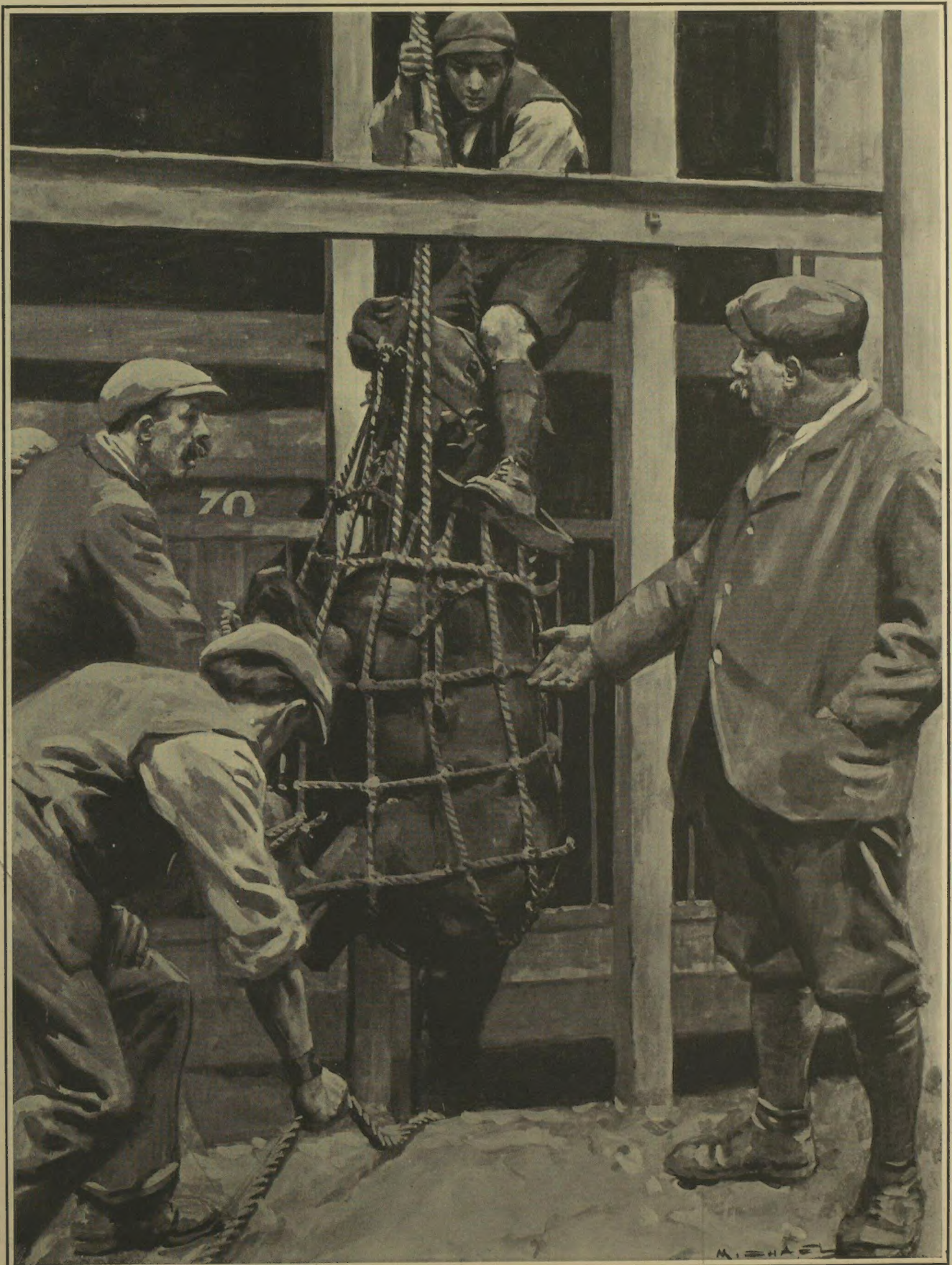
THE LATE SIR WILLIAM  
KESWICK, M.P.,  
Member for the Epsom Division—formerly  
on the Hong-Kong Legislative Council.

Photo, Mills.



## HOISTED FROM BELOW IN A BUNDLE: A COAL STRIKE "SIGHT."

DRAWN BY A. C. MICHAEL FROM A SKETCH BY PAUL J. BROWN.



HAULED TO BANK IN A NET: A PIT-PONY BEING LANDED FROM A SHAFT.

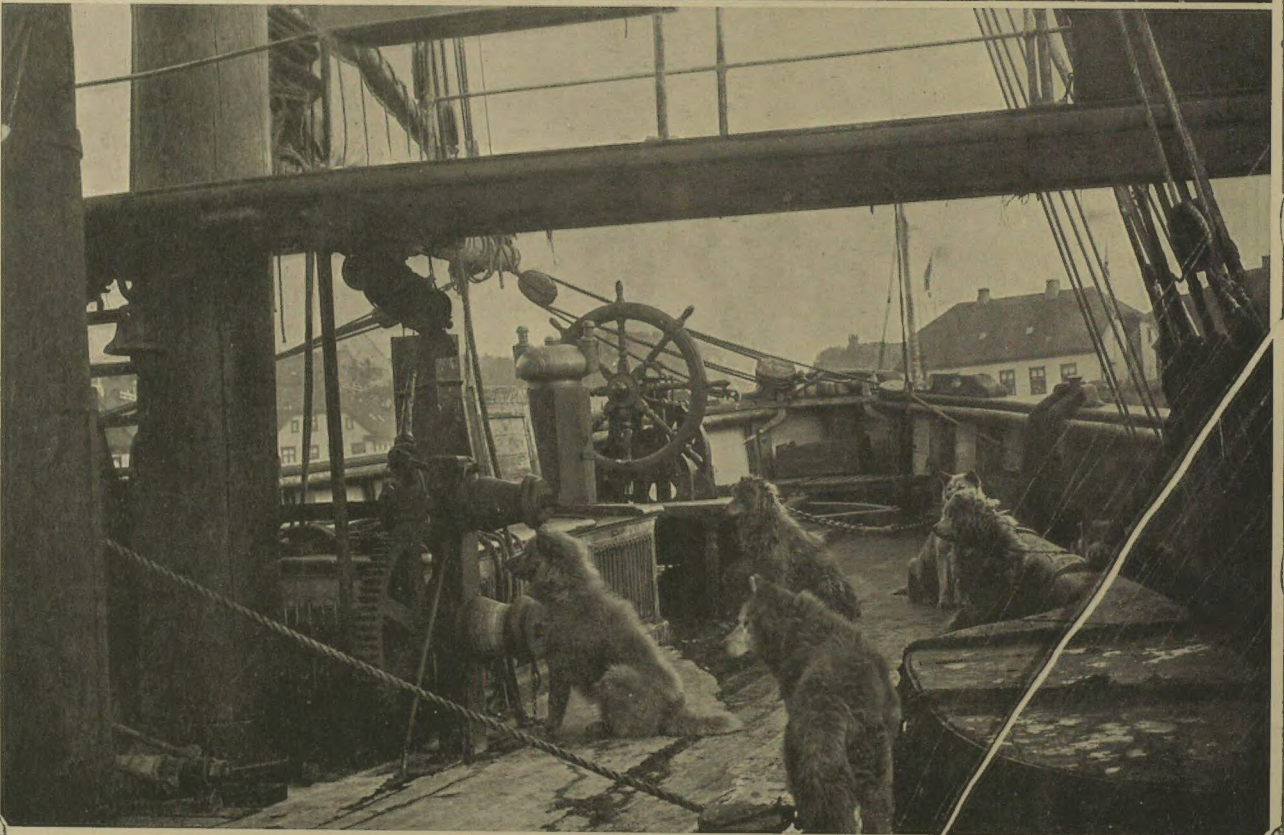
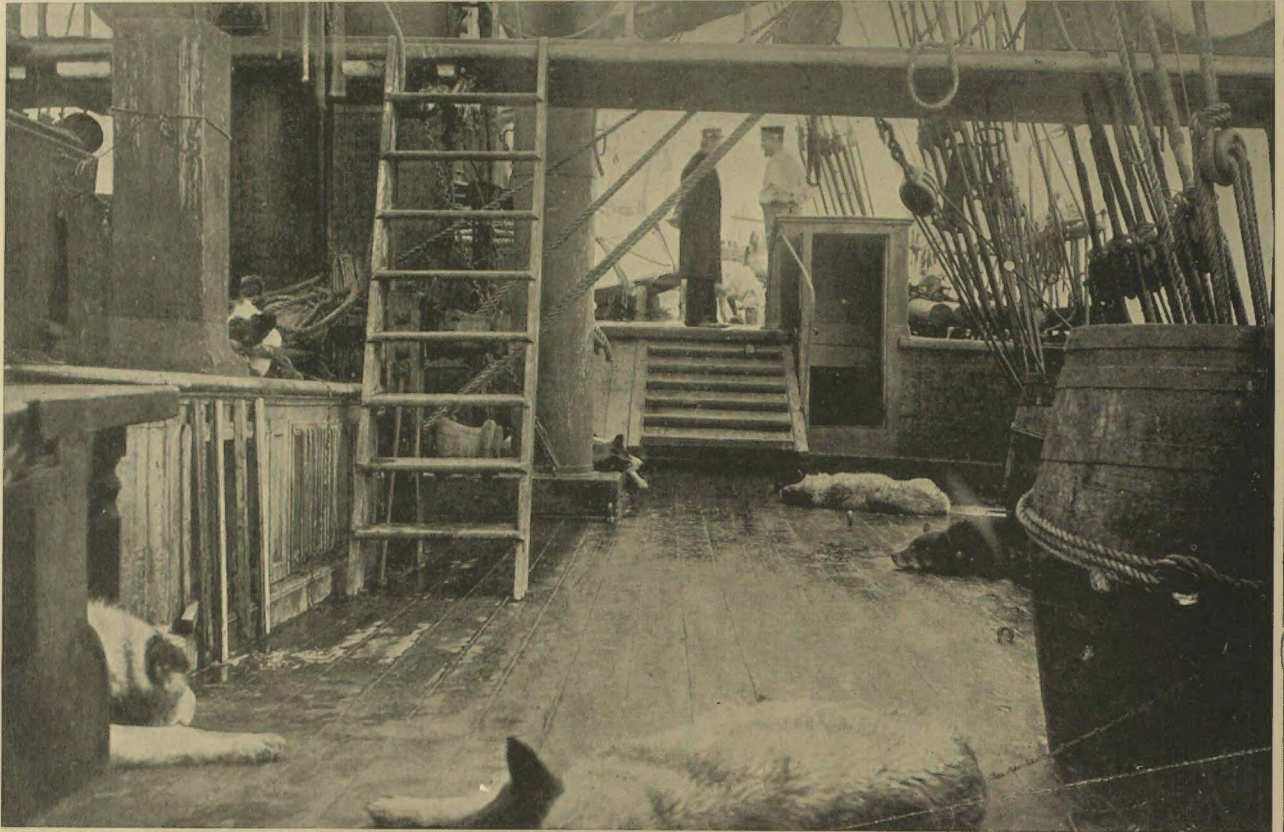
Mr. Brown, who supplied us with the sketch from which this drawing was made, writes: "This method is generally adopted in the older coal-pits, where the shaft is too narrow to permit of a full-sized cage being employed. The net is placed over the pony as it stands at the bottom of the shaft; the pony's legs are strapped, and the net attached to the hoist-rope, the cage having been previously removed. The animal is then hauled to bank, a man riding on the net above the pony's head so that the living bundle may be guided

carefully up the shaft. The surface reached, the pony is drawn from the shaft staging by means of a long trail-rope which hangs from the lower part of the net. Slowly and carefully the animal is laid on its back, and, the net having been removed, it is free to rise. Its hind-shoes are generally removed, and it is turned out into the fields to graze. By means of the net only three ponies can be brought to bank in an hour, while by means of the cage between sixty and seventy can be hauled up in a couple of hours."



## SLEDGE-DRAWERS TO THE SOUTH POLE: AMUNDSEN'S CANINE "AIDES."

PHOTOGRAPHS BY H. N. MEYER.



### ANIMALS LARGELY RESPONSIBLE FOR THEIR MASTER'S SUCCESS: CAPTAIN AMUNDSEN'S DOGS ABOARD THE "FRAM."

When Captain Amundsen began his second and his successful attempt to attain the South Pole fifty-two dogs accompanied the party, and so well did these work that between twenty and thirty kilometres a day seemed too little for them to undertake. The dogs had all they wanted to eat for the last time during the forward march at the depot in 82 degrees. At 82½ degrees the party killed a female dog; and at 83 degrees three of the best dogs deserted to search for her. By the time the party had reached 85½ degrees they had forty-two dogs. Then twenty-four were killed, leaving six for each of the three sledges; and the

first dogs were eaten there. "In spite of the fact that they had not always been able to obtain full meals," said Captain Amundsen, in the "Daily Chronicle," "the dogs were fat and proved most delicious eating. It is anything but a real hardship to eat dog flesh." Later he said: "What touched us most keenly on the whole journey was the unavoidable killing of the dogs which had shared our dangers and had done such splendid work. The killing of them went to the heart of everyone." As we note on another page of this issue, special provision was made for the dogs on the "Fram."



## AMUNDSEN'S CRAFT: THE FURTHEST SOUTH AND FURTHEST NORTH VESSEL.

PHOTOGRAPH BY WILSE.



FIRST MADE FAMOUS BY NANSEN: NOW MADE FAMOUS BY AMUNDSEN: THE "FRAM," THE SHIP OF THE NORWEGIAN EXPEDITION WHICH HAS ATTAINED THE GEOGRAPHICAL SOUTH POLE.

The "Fram" has a double record to her credit. She went furthest North with Nansen and furthest South with Amundsen. Writing of her in the "Daily Chronicle," Captain Amundsen said: "With pride and delight we heard that our smart captain had succeeded in sailing her the furthest South, and there hoisted the colours of his country—a glad moment for him and his comrades. Furthest North! Furthest South! Good old 'Fram'! Her highest south latitude was 78 degrees 41 minutes." Commenting in the same paper on the expedition, Nansen

said: "We must also express our gratitude to Captain Nielsen and his men, who, in so splendid a manner, took the 'Fram' twice in and out of these waters, which several experts declared would be scarcely possible for the 'Fram.' It was achieved with the speed and certainty of a steam packet . . . Our thoughts also turn to the builder of the 'Fram,' the well-known Colin Archer." Captain Amundsen named his winter quarters "Framheim" after the vessel.



# ABOARD THE FURTHEST SOUTH VESSEL: THE AMUNDSEN EXPEDITION.

PHOTOGRAPHS BY WILSE.



1. THE LEADER AND MEMBERS OF THE AMUNDSEN ANTARCTIC EXPEDITION, A GROUP TAKEN ABOARD THE "FRAM."
2. ON THEIR WAY TO THE FAR SOUTH: PIGS ABOARD THE "FRAM."

3. OUTSIDE CAPTAIN AMUNDSEN'S HOME: THE "FRAM."
4. CREATURE COMFORTS: IN THE GALLEY OF THE "FRAM."
5. WITH PIANO IN PLACE: THE OFFICERS' SALOON ON THE "FRAM."

In the second row of the group seen in the first photograph are Captain Hjalmar Johansen; Captain Roald Amundsen; and Lieutenant Praegerud, the chief officer. The "Fram," as we note on another page, has now been furthest North and furthest South. It is interesting to note that special arrangements were made aboard her for the care of the dogs which were to contribute so much to the ultimate success of the

expedition. Of this Captain Amundsen writes in the "Daily Chronicle": "In order to keep the dogs in good health while crossing the Tropics, special double-deck planking had been fixed above the deck of the 'Fram,' with a space several inches deep left for the circulation of fresh air. This device was constructed before leaving Norway, and in hot weather sails stretched above kept the dogs always in the shade."



## "OUR SOLID LITTLE HUT": THE CHIEF BUILDING IN "FRAMHEIM."

PHOTOGRAPHS BY WILSE.



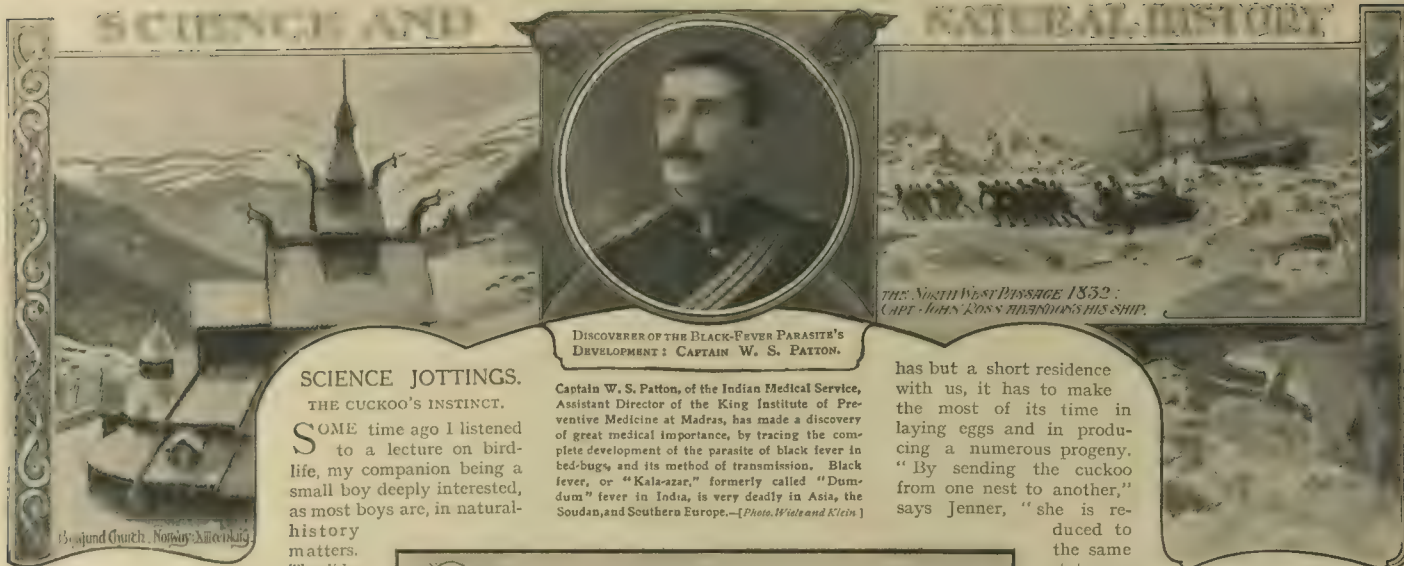
1. CAPTAIN AMUNDSEN'S WINTER QUARTERS ON THE EDGE OF THE GREAT ICE BARRIER: TAKING APART THE HUT IN WHICH THE EXPEDITION LIVED AT "FRAMHEIM."

In his cable to the "Daily Chronicle," Captain Amundsen said: "Having cared for our dogs, we set about looking after ourselves. Our solid little hut was almost entirely covered with snow by the middle of April. . . . In direct communication with the hut, and dug out in the Barrier, were the workshops, packing-rooms, cellars for provisions, coal, wood, oil, and a plain

2. IN DIRECT COMMUNICATION WITH "APARTMENTS" DUG OUT OF THE ICE BARRIER: THE INTERIOR OF THE EXPEDITION'S HUT AT "FRAMHEIM," ITS WINTER QUARTERS.

bath, a steam bath, and observatories. Thus we had everything within doors and at hand if the weather should be too cold and stormy for us to go into the open. The sun left us on April 22, and did not return until four months later. The winter was spent in changing our entire outfit." Our photographs of the hut were taken before the expedition's start.





## SCIENCE JOTTINGS.

## THE CUCKOO'S INSTINCT.

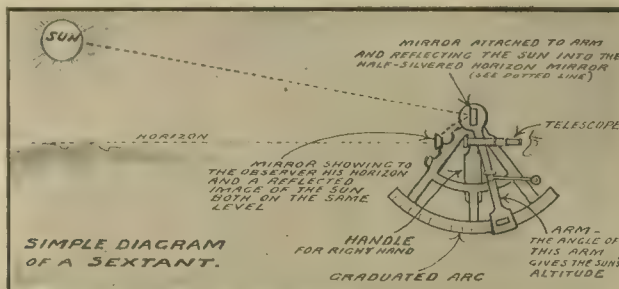
SOME time ago I listened to a lecture on bird-life, my companion being a small boy deeply interested, as most boys are, in natural history matters. The slides

illustrating the lecture were of excellent quality, and when the case of the cuckoo ousting its foster-brother out of the nest had been shown, my small friend inquired in a whisper why the man didn't tell us why the young cuckoo behaved so badly? Precisely the same thought had occurred to myself. The lecture lost much of its value because it was a mere display of nice slides, and nothing more. It had little or no educative interest, and it left my small friend full of queries that I am afraid I had neither the time, nor, in some cases, the knowledge ready, wherewith to satisfy his "yearnings to know." So much for lectures that are pure slide-exhibitions and nothing more. If we are to regard the lecture as truly an educational institution, we must have, first of all, a lecturer with knowledge of his subject, and not a mere figure-head, who discharges the duties of an animated pointer alone.

The incident suggested to my mind the thought that a very considerable number of people do not go further in respect of their knowledge of cuckoo-history than to be able to declare that they know the bird lays its eggs in other birds' nests, and that the young cuckoo turns out of the nest the rightful progeny of its foster-mother. Beyond this, and beyond other facts about cuckoos at large—for there are many species—popular ornithology does not travel as a rule. Yet the topic of the cuckoo's curious habit is one well worth our study, if only because it falls into its place as an illustration of instincts and their evolution of unique kind. Jenner, of old, in the "Philosophical Transactions" (Royal Society), appears

to have been the first to note the bird's peculiar habit. He remarks that the mother cuckoo deposits eggs in the nests of a whole variety of birds, but favours the nest of the hedge-sparrow as a location. Hatched out by the foster-mother, the cuckoo ill repays its shelter by turning the rightful young out of the nest. Jenner notes that the

Captain W. S. Patton, of the Indian Medical Service, Assistant Director of the King Institute of Preventive Medicine at Madras, has made a discovery of great medical importance, by tracing the complete development of the parasite of black fever in bed-bugs, and its method of transmission. Black fever, or "Kala-azar," formerly called "Dumdum" fever in India, is very deadly in Asia, the Soudan, and Southern Europe.—[Photo. White and Klein]



THE MEANS BY WHICH CAPTAIN AMUNDSEN DISCOVERED THAT HE HAD REACHED THE SOUTH POLE: THE SEXTANT—THE WAY IT IS USED.

In the first of his remarkably interesting cables to the "Daily Chronicle," describing his discovery of the South Pole, Captain Amundsen said: "We observed the position of the Pole as close as it is in human power to do with the instruments we had—sextant and artificial horizon." A sextant is an instrument which, by means of a system of mirrors and a divided arc, is used to determine the altitude of a heavenly body; that is, the angular height above the horizon. A sextant has two mirrors, one of which is fixed to a movable index. The principle of the sextant depends on a theorem in optics that if an object be seen by repeated reflection from two mirrors, which are perpendicular to the same plane, the angular distance of the object from its image is double the inclination of the mirrors. To find the angle between two stars (or the altitude of the sun above the earth's horizon), the instrument is held up so that one star is seen directly through the telescope and the unsilvered portion of the mirror. The index arm is then moved so that the image of the other star is nearly coincident with the first. The reading on the arc at the point to which the arm is moved gives the angle required. Thus the sextant fixes the observer's position. A theodolite is thought still more reliable, being fixed on a tripod instead of held in the hand.



USED IN FINDING THE ALTITUDE OF A STAR WHEN THE NATURAL HORIZON IS HIDDEN: ARTIFICIAL HORIZONS, OF TWO FORMS.

The first artificial horizon shown is the Admiralty pattern, the second is Captain George's patent. Both are reproduced from the catalogue of Messrs. Henry Hughes and Son, the famous marine opticians, by courtesy of that firm.

shape of the cuckoo is well adapted for the work of throwing out its neighbour-birds. Its back is very broad, and has a hollow in the middle, such as serves as an important condition in the work of ousting the rightful heirs out of their home. Now this curious instinct is not limited to the common cuckoo. The American species, while hatching out her own eggs, does occasionally deposit them in the nests of other birds. Our cuckoo lays eggs at intervals of two or three days, so that, for one thing, if they were all incubated by the mother, the nest would contain both eggs and hatched young; and this state of matters is actually represented in the case of the American species.

But we can go further, and assert that the habit of thus utilising other birds' nests is by no means unknown in bird life outside the range of the cuckoo family. This fact serves to place the curious and accustomed habit of the latter bird on a much broader basis than it might be supposed to possess. For, as an instinct, it is assuredly wide spread, and in this respect must owe its evolution to causes affecting bird-reproduction at large. Jenner's view was that, as the cuckoo

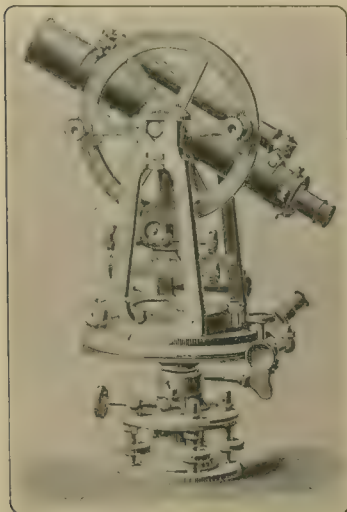
has but a short residence with us, it has to make the most of its time in laying eggs and in producing a numerous progeny. "By sending the cuckoo from one nest to another," says Jenner, "she is re-

duced to the same state as the bird we daily rob of an egg, in which case the stimulus for incubation is suspended." If the bird migrates early, and has little time to spend in the area in which it lays its eggs, clearly the habit of foisting the eggs on other birds becomes of service in ensuring the propagation of the race. Observers have noted adaptations in the cuckoo to assist the peculiar habit it exemplifies. The broad back of the young cuckoo has already been noted, and there has also to be taken into account the small size of the cuckoo's egg. Now this reduction in size is a manifest advantage in carrying out the cuckoo's particular habit. A large egg would undoubtedly alarm or disturb the foster-parent: the small egg escapes notice. The American cuckoo, hatching her own young, has large, or at least ordinary-sized, eggs.

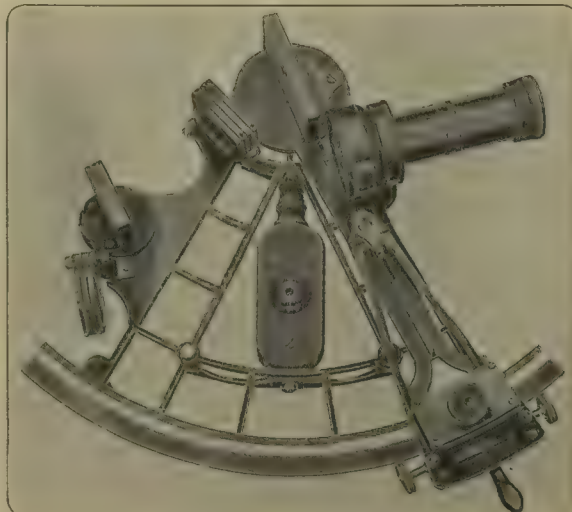
As if to strengthen the idea and belief that the cuckoo's habit represents a developed instinct related to the better preservation of the species, we find evidence, such as we might expect to exist, of a

prior and more natural habit on the part of the bird. This habit is seen in the cuckoo's occasional practice, chronicled by Adolf Müller, of laying her eggs on the ground, and duly incubating them. Here we find an atavistic trait: it is a "throw-back" to an anterior state of things in cuckoo-life, representing the original nesting-habit of the bird. When need arose for a better way, Nature devised the ready instinct of engaging and securing an uncomplaining nurse.

ANDREW WILSON.



REGARDED AS MORE RELIABLE THAN THE ORDINARY SEXTANT: A THEODOLITE. Reproduced by Courtesy of Messrs. Henry Hughes and Son.



THAT WHICH ENABLED CAPTAIN AMUNDSEN TO DETERMINE THAT HE HAD REACHED THE SOUTH POLE: A SEXTANT. Reproduced by Courtesy of Messrs. Henry Hughes and Son.



## LOCATING AN END OF THE EARTH'S AXIS: FINDING THE SOUTH POLE.

DRAWN BY FRÉDÉRIC DE HAENEN.



HOW CAPTAIN AMUNDSEN PROVED THAT HE HAD REACHED THE GEOGRAPHICAL SOUTH POLE: USING A SEXTANT AND ARTIFICIAL HORIZON IN THE ANTARCTIC.

Our illustration shows in graphic manner how the explorer determines his position by means of sextant and artificial horizon. In his description of his expedition, in the "Daily Chronicle," Captain Amundsen said: "On December 16 . . . we camped. It was an excellent opportunity. There was a brilliant sun. Four of us took observations every hour of the day's twenty-four. . . . This much is certain; we observed the position of the Pole as close as it is in human

power to do with the instruments we had—sextant and artificial horizon. The place circles in with a radius of eight kilometres." It should, perhaps, be said that an artificial horizon has to be used in connection with the sextant when the natural horizon is hidden. The precise manner in which the sextant is used is described and illustrated on the "Science Jottings" page of this number of our paper.



# AMUNDSEN'S STARTING-PLACE FOR HIS DASH TO THE SOUTH POLE: A PLAYGROUND FOR WHALES.

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY GEORGE E. MARSTON, OF SIR ERNEST SHACKLETON'S EXPEDITION.



WHERE "FRAMHEIM" WAS SET UP ON THE EDGE OF THE GREAT ICE BARRIER: THE BAY OF WHALES, CHOSEN TO BE THE BASE OF THE AMUNDSEN ANTARCTIC EXPEDITION.

In a dispatch dated "Framheim, February 9th, 1911" (we again quote the "Daily Chronicle"), Captain Amundsen said: "The great bay (the Bay of Whales), running south-west into the Barrier, which I have chosen as the base of an expedition towards the South Pole, has been observed not only by Ross and Borchgrevink, but also by Scott and Shackleton." It was in this bay that the "Fram" was found when Captain Scott's ship, the "Terra Nova," came across her. On the edge of the Great Ice Barrier there Amundsen set up his winter quarters, "Framheim"—those quarters, in a word, from which he and his comrades made their dash to the geographical South Pole, a journey of some 1400 kilometres, covered at an average speed of twenty-five kilometres a

day. Sir Ernest Shackleton, in his book, "The Heart of the Antarctic," says: "We had passed Borchgrevink's Bight at 1 a.m., and at 8 p.m. were well past the place where Barrier Inlet ought to have been. The inlet had disappeared, owing to miles of the barrier having calved away, leaving a long, wide bay, joining up with Borchgrevink's Inlet, and the whole was now merged into what we had called the Bay of Whales." It gained this name from the fact that it was a veritable playground for whales. In a note by Mr. James Murray, in the same book, it is said: "This bay . . . was teeming with all the familiar kinds of Antarctic life; hundreds of whales, killers, finners, and humpbacks, were rising and blowing all around."



# FROM FRAMHEIM TO POLHEIM: THE ATTAINMENT OF THE SOUTH POLE.

DRAWN BY W. B. ROBINSON.



1400 KILOMETRES: CAPTAIN AMUNDSEN'S ROUTE FROM THE BAY OF WHALES, ON THE GREAT ICE BARRIER, TO THE GEOGRAPHICAL SOUTH POLE.

Captain Amundsen's detailed cable to the "Daily Chronicle" stated, amongst many other points of interest, that he and his party "made the interesting discovery that the Ross Barrier terminated in a bight towards the south-east (86 degrees south latitude (?) and 163 degrees west longitude), formed between the mountain range running south east from South Victoria Land, and a range on the opposite side running in a south-westerly direction, probably the continuation of King Edward's Land." Writing of an ice plateau reached after

the Devil's Glacier had been surmounted, he said: "The walk over this frozen sea was not pleasant. . . . One man fell through, then a couple of dogs. We could not use our skis on this polished ice. . . . We named the place 'the Devil's Dancing-Room.'" Captain Amundsen called the plateau on which the Pole is situated "King Haakon VII. Plateau," apparently forgetting that Sir Ernest Shackleton, on his expedition, named that same plateau after King Edward VII. Captain Amundsen states that the Pole itself is at an elevation of 10,500 feet.



## At the Sign of St. Paul's



Photo, Russell.

MR. E. D. MOREL,  
Whose new Book, "Nigeria: Its Peoples  
and Its Problems," has been published  
by Messrs. Smith, Elder.

*Blackwood's Magazine* (March) will wonder what is meant by "The Norwegian Vardögr," by Mr. W. A. Craigie. I do not know the Norse language, but even the Norwegians appear to differ as to the etymology of Vardögr, and, consequently, as to the original sense of the word.

Mr. Craigie himself was drawn to the study of the Norwegian Vardögr by a story which he heard from the north of Scotland. I happen to know that the authority for the story was of the best, and that the teller of the tale was himself, at various periods, an ear-witness to the facts. His father was a friend of the local shoe-maker; their houses, in the village street, were within sight of each other. The shoe-maker, every evening, used to stroll to his friend's house, knock at the door and stand breathing asthmatically, till it was opened. This was an every-day ritual, so to speak, but there came a change. One day the father of the narrator heard the familiar knock, and asked his daughter to open the door. The daughter said that she had heard no knock, but opened at her father's request. There was no shoe-maker at the door; there was nobody; but, looking up the street, the girl saw the shoe-maker just leaving his own house. The obvious explanation is a boy and a runaway-knock. But the thing, which began so suddenly, became chronic, and "before long" the other members of the family heard—the phantasmal knock and heavy breathing which now always preceded the arrival of the shoe-maker. They ceased to attend to the first knock, and opened the door at the second. It is not stated that they had a scout on the opposite side of the street to observe the proceedings: yet to have done so seems natural. The narrator left home for a considerable time, and, thinking over the matter, felt certain that he had somehow been mistaken; there could be no

## ANDREW LANG ON THE NORWEGIAN VARDÖGR AND SIMILAR PHENOMENA IN SCOTLAND.

ANYONE who casts his eyes on the table of contents of

such events in nature. Later, he returned home, but found that "the sounds were actually heard before the shoe-maker had come near the door."

Mr. Craigie, who is a great authority on Scandinavian languages, found that "Vardögr" is one of several Norwegian words for such

Björnson come to a house, enter, stamp the snow off his boots, put his umbrella in the umbrella-stand, and go upstairs to his bedroom; tea was ready, but Björnson did not come down. Nor was he in the house. But he came in some quarter of an hour later, and did all that he had already been heard to do. This is the most ordinary type of the Vardögr. Sometimes he is seen as well as heard; sometimes seen with details—for example, carrying some object—which prove to be right, though unexpected. Mr. Craigie gives abundance of examples.

In one, the Vardögr behaved as usual, but the lady who owned him changed her mind about entering the house, and came thither many hours later.

It is curious that Mr. Craigie thinks the Vardögr peculiar to Norway. I can cap almost all of his cases with similar incidents in England and Scotland, in the experience of people very well known to me, while published examples abound. A fairly common Scottish book of more than two centuries ago proves that the Vardögr, under another name, was as well known in Scotland then as it is now in Norway. But I know no instance in which, as in the story of the shoe-maker, the Vardögr suddenly began operations

on a given day, was at first perceptible only to one member of a family, and then became audible to all, chronic, and of daily occurrence. In Norway, as a rule, everyone who is present within natural earshot of the sounds appears to hear them. The thing really seems more common in Norway than with us, and is open to experimental inquiry. The owner of the Vardögr, of course, ought not to be aware that he is the object of particular attention. The inquirers should keep asking him to luncheon or tea, within easy walking distance, for though the Vardögr does sometimes arrive in a carriage or sleigh, he more frequently walks. Mr. Craigie gives no case in which he uses a motor-car. I do not know anyone who is recognised as the owner of a Vardögr, and can make no experiments.



A BIRD MAN BUT NOT  
AN AIRMAN:  
A NIGERIAN HUNTER  
STAKING GAME WITH  
THE HEAD OF A GROUND  
HORNBILL FIXED TO  
HIS FOREHEAD.  
Copyright Photograph by  
Mr. E. Firmin.

NIGERIA:  
ITS PEOPLES AND  
ITS PROBLEMS.

BY E. D. MOREL,  
Author of "Red Rubber,"  
etc.

Illustrations Reproduced  
by Courtesy of the Pub-  
lishers, Messrs. Smith,  
Elder. (See Review on  
"Literature" Page.)



"AT THE WORKS" IN NIGERIA: NATIVE  
IRON-SMELTERS.

"Iron-stone is common in many parts of the country and is extensively worked, furnaces being met with in every district where the use of the metal is locally in vogue."

From "Nigeria: Its Peoples and Its Problems."



WIELDING THE GALMA: HAUSA HOE-DANCERS  
IN FESTAL ATTIRE.

"The hoe-dance is a Hausa agricultural dance of great antiquity. . . . The chief agricultural implement is the Hausa hoe, the galma . . . which simultaneously digs and breaks up the soil."

From "Nigeria: Its Peoples and Its Problems."

phenomena as were punctual and of daily occurrence in the shoe-maker's case. He then made inquiries

among Norwegian friends, and found that the phenomena, among well-educated people, were often regarded as common matters of fact. Björnson, for example, admitted that he had a Vardögr; and a narrator tells how he heard

within easy walking distance, for though the Vardögr does sometimes arrive in a carriage or sleigh, he more frequently walks. Mr. Craigie gives no case in which he uses a motor-car. I do not know anyone who is recognised as the owner of a Vardögr, and can make no experiments.



A CITY BUILT BY GJIMASU IN THE REIGN OF HENRY I.: INSIDE THE WALLS  
OF KANO, "THE ENTREPOT OF CENTRAL AFRICA."

"It is a wonderful place to find in Central Africa, this native city with its great enfolding walls, twelve miles in circumference, pierced by thirteen deep gateways (kofas), with platform and guardhouses and massive doors heavily clamped with iron; with its written records dating back nearly eight hundred years. . . . When the prosperity of the English towns was beginning to revive under Henry I., Gijmasu, the third King of the invading dynasty, was building Kano. When Henry VIII. was laying the foundations of personal government, the 'rich merchants and most civil people' of Kano were entertaining Leo Africanus."

From "Nigeria: Its Peoples and Its Problems," by E. D. Morel, Reproduced by Courtesy of the Publishers, Messrs. Smith, Elder.



A KOFA IN WALLS TWELVE MILES IN CIRCUMFERENCE: ONE OF THE THIRTEEN GATEWAYS  
OF KANO, THE COMMERCIAL CENTRE OF NIGERIA.



## AMUNDSEN'S RIVAL IN THE SOUTH POLAR QUEST: BRITAIN'S REPRESENTATIVE.

PHOTOGRAPH BY H. G. POATING, F.R.G.S., CAMERA-ARTIST TO THE BRITISH ANTARCTIC EXPEDITION; COPYRIGHT IN U.S.A. AND EUROPE.



THE LEADER OF THE EXPEDITION WHICH SET OUT ON THE "TERRA NOVA": CAPTAIN R. F. SCOTT IN HIS POLAR KIT—  
MOUNT EREBUS IN THE BACKGROUND.

This photograph, which was reproduced in "The Illustrated London News" of May 13, 1911, was the first to arrive from Captain Scott's most recent South Pole expedition, and shows the leader of that expedition about to start on a depot-laying journey. It will be recalled that Captain Scott was responsible for the "Discovery" Antarctic Expedition of 1900-1904; and he set out in command of the British Antarctic Expedition in 1910. He was born at Devonport in June 1868, entered the Navy in 1882, became a Commander in 1900, and

Captain in 1904. He is an honorary Doctor of Science of Cambridge and Manchester, and a Gold Medallist of the Royal Geographical Society, the Royal Scottish Geographical Society, the American, Swedish, Danish, Philadelphia and Antwerp Geographical Societies. In 1908 he married the well-known sculptor, Miss Kathleen Bruce, daughter of the late Canon Lloyd Bruce. It was the intention of his expedition, which came into rivalry with that of Captain Amundsen, not to seek the South Pole alone, but to carry out much important scientific research.



# ART & MUSIC AND THE DRAMA



Camera Portrait by Hoffp.  
PART - AUTHOR OF "KIPPS." AT  
THE VAUDEVILLE: MR. H. G.  
WELLS.

## MUSIC.

LAST week's concerts in the Metropolis were hardly up to the usual high standard of interest, perhaps because the great orchestras were not engaged in their pleasant competition, and the soloists were rather more interesting than distinguished. Even Anton von Rooy, who gave a recital at Bechstein's, was not heard to the usual advantage: he would forget that he was not in Covent Garden. The dramatic points of the

songs in his programme were given with force and vigour that seemed quite beyond the limits of a small concert-hall, and there were moments when his intonation left something to be desired.

Von Vecsey's second violin recital in the same hall, when he played the Mendelssohn Concerto with piano-forte accompaniment and works—fireworks, one might perhaps say—by Tartini and Paganini, showed the audience more clearly than before that we have in him an artist who has survived the fad stage, and has a distinguished reputation which would have wished for a less hackneyed, for something more associatively and less with mere skill, but able to avoid the thought that than most of his music.

There has been much of Emil Sauer at the Queen's Hall, and the opening concert



The first professional actress in England named Margaret Marshall.

appeared as Desdemona in Shakespeare's company at the Old Kent Theatre in Drury Lane about 1660.

the opinion generally expressed when the work was first produced.

The movement of the variety theatres (formerly known as music-halls) towards serious music is well-nigh complete. At the Alhambra, where the "Carmen" ballet includes much of Bizet's most popular music, there is a singer, Miss Alice O'Brien, who is scoring with Musetta's famous song from the second act of "La Bohème." At the Hippodrome, Mascagni conducted his "Cavalleria Rusticana" twice daily. At



Camera Portrait by Hoffp.  
PART - AUTHOR OF "KIPPS." AT  
THE VAUDEVILLE: MR.  
RUDOLF BESIER.

## PLAYHOUSES.

"KIPPS." AT THE VAUDEVILLE.

"KIPPS," as adapted for the stage by Mr. Besier, makes a very amusing entertainment, and would be acceptable enough could we get the novel out of our heads. But those who know their H. G. Wells, and remember the original text, will deplore the vulgarisation of the leading character, and the reduction of the whole tone of the tale to the level of farce. Vanished is the "simple soul" of Kipps;

only the externals of the man remain: the shop assistant we learnt to love in the novel becomes a merely ludicrous figure; the sweet and modest nature of the lad, which is so appealing in Mr. Wells's pages, never gets across the footlights, and so the author's purpose, of soliciting sympathy and compassion for a type of one of the inarticulate classes of the community, is never achieved in the theatre at all. Helen Walsingham

has to be converted into the tawdriest fortune-hunter, and her relations with the hero and his introduction into her world seem altogether incredible. Only the love-scenes now sound true, thanks largely to the sensitive art of Miss Christine Silver, as Ann Pornick. All the details of the Folkestone shop are admirably realised by the Vaudeville's stage-management, and it is in this setting that Mr. O. B. Clarence, as Kipps, gives us his most effective piece of acting. It is not, indeed, this player's fault that he presents us with the mere outside of the character.

"THE COUNT OF LUXEMBOURG." AT DALY'S.

It is Mr. George Edwards' pleasant practice never to allow his musical plays to become stale: long before their attractions have been exhausted he sets to work overhauling them and introducing new features. He has done this very early in the case of "The Count of Luxembourg." Gorgeous new costumes have been provided, a Carnival song which goes with a swing has been added, and a very effective and graceful hoop dance. Mr. Berry has a fresh topical ditty, and one or two duets by him and that dainty dancer, Miss Gladys Guy, are also novelties. The staircase waltz and the marriage duet remain the most popular numbers.

[Other Playhouse Notes elsewhere in the Number.]



Photo Foulsham and Bantlett.

THE MUCH-DISCUSSED FARCE BY ONE OF THE EXAMINERS OF PLAYS: MR. E. HOLMAN CLARK AS THOMAS DUMPHIE; MR. CHARLES HAWTREY AS CHARLIE INGLETON; AND MR. ERIC LEWIS AS GABRIEL PEPOE, IN MR. BROOKFIELD'S "DEAR OLD CHARLIE," AT THE PRINCE OF WALES'S.

the Coliseum, "The Crown of India," written by Henry Hamilton, and set to music by Sir Edward Elgar, has been produced; at the Palace Theatre



THE MATINEES OF "THE NEW SIN," AT THE ROYALTY: MR. GUY RATHBONE AS WILL GRAIN, M.P.; MR. H. LANE BAYLIFF AS STUART CAMPBELL; MR. O. P. HEGGIE AS MAXIMILIAN CUTTS; AND MR. MALCOLM CHERRY AS JIM BENZIGER.

there is a condensed version of "The Geisha," and the list might be lengthened if we noted individual singers and players at the "Halls."

given in the same place by Mr. Balfour Gardiner, who is devoting his programme very largely to modern music and living composers. The London Choral Society and New Symphony Orchestra have been engaged for these concerts. This afternoon (March 16), Sir Henry Wood will conduct a concert of Wagner's music—this is one of the three Symphony Concerts that have been added to the programme of the Queen's Hall Orchestra. Mr. Frank Mullings, Mr. Thorpe Bates, and Miss Carrie Tubb will be the vocalists. The Royal Choral Society has given another performance of "The Veil," under the direction of the composer, Sir Frederic Cowen. A second hearing may modify



# UNINTENTIONAL BOMBARDMENT: ITALY'S ACTION IN BEIRUT HARBOUR SUNK BY ITALIAN FIRE; THE SHATTERED TURKISH WAR-VESSELS.



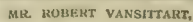
1. THE OBJECT OF THE SECOND BOMBARDMENT: THE TURKISH TORPEDO-BOAT SUNK IN THE HARBOUR—AND SUNKEN BARGES.  
2. AFTER THE SECOND BOMBARDMENT—LOOKING WEST: THE EFFECT OF THE ITALIAN GUN-FIRE, SHOWING A TURKISH WAR-VESSEL SUNK.

3. AFTER THE FIRST BOMBARDMENT—LOOKING NORTH: A TURKISH WAR-VESSEL SUNK AND ON FIRE.  
4. SUNK BY ITALIAN FIRE IN A CROWDED HARBOUR: THE TURKISH GUN-BOAT "AWN-ILLAH."

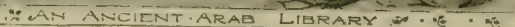
pointed out, "The casualties on shore were caused by splinters of the cruisers approached slowly and entered the harbour, and blew the gun-boat up and steamed out. At 2 o'clock p.m. the gun-boat returned and cut it in two (i.e., with gun-fire). Another Beirut

of the cruisers approached slowly and entered the harbour, and blew the gun-boat up and steamed out. At 2 o'clock p.m. the gun-boat returned and cut it in two (i.e., with gun-fire). Another Beirut





In "Peru  
Peru. of the  
Twentieth Cen-  
tury" (Arnold)  
Mr. Percy F. Mar-  
tin, F.R.G.S.,



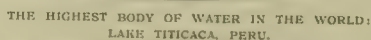
Nigeria.

(See Illustrations on "At the  
 Sign of St. Paul's" Page 1)

**Nigeria.** In "Nigeria, its People and its Problems" (Smith Elder), Mr. E. D. Morel writes much that will surprise, disturb, and possibly shock very many of his readers. On

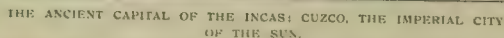
the points  
which he treats  
with this not  
wholly undesir-  
able result, we  
do not propose

to touch. Space, for one thing, does not permit of it; and if it did, we do not wish to give the impression that Mr. Morel is mainly sensational and controversial. It is not to be denied that he is a good fighter. He is quite sure of what he wishes to say, and says it, if sometimes too insistently, at least always with an admirable lucidity. His opinions are bold, both generally, upon the need of governing through native custom, and also about particular questions—of missions and strong waters, say—in their setting of existing circumstances and conditions. But they will seem most extreme to those least acquainted with the history of colonising experience, our own and other people's. The great and undoubted merit of Mr. Morel's book is to present a picture of Nigeria, both Northern and Southern, which conveys a sense of its vastness, its importance, and its peculiar interest. It is a bird's-eye view, which concerns itself with prominent features. There is, for example, Yorubaland, with its large towns and

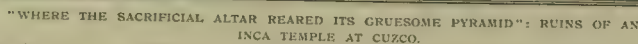


"Lake Titicaca . . . is not only the largest but the highest of its kind in the world. Its length is 120 miles and its width 60 miles; it lies in a basin 300 miles long and 100 miles wide, the elevation above sea-level being no less than 12,545 feet."

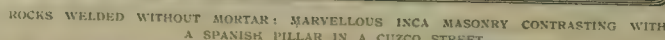
*From "Peru of the Twentieth Century."*



Imperial City of the Sun—the ancient capital of the Inca Empire, is chiefly interesting for what it was, rather than what it is . . . Where once the sacrificial altar reared its gruesome pyramid to the skies, now stand such towers, some of them monstrosities of ugliness, others types of beautiful Spanish-Moresque architecture. . . . To-day the electric light illumines the straight and regular streets of Cuzco." In the left hand photograph only half of the city is shown.—[From "Peru of the Twentieth Century," by Percy F. Martin, F.R.G.S.—Reproduced by Courtesy of the Publisher, Mr. Edward Arnold]



er than what it is . . . Where once the sacrificial altar reared its gruesome pyramid to the skies, now stand . . . To-day the electric light illumines the straight and regular streets of Cuzco." In the left hand photo-  
*Martin, F.R.G.S.—Reproduced by Courtesy of the Publisher, Mr. Edward Arnold]*



"The numerous ruins . . . the remarkable character of the architecture and sensible, often composed of gigantic slabs of rock . . . and a shroud of mortar—as to present

surprising contrasts — a complicated problem for Southern Nigeria. In the North, again, there is the city of Kano, which in some mysterious way fascinates the imagination. And then there is the miracle of Benin. When the Bini, who had been taught and enabled and encouraged to plant rubber, started tapping a short time ago, they insisted that a third share should go to the Government. They would consent to no other arrangement, despite the Governor's objections. Yet, fifteen years ago Benin was still a place of abominations, the city of blood. That, of course, speaks volumes for our administration; and of it let us say further, that if Mr. Morel is often critical, he is ever swift and clear in claiming admiration and sympathy for the agents who are carrying on the work; ~~with~~ not too handsomely, but in those tropical regions, where maps and photographs are of such help and value.



*"Teach without noise of words—without confusion of opinions—without the arrogance of honour—without the assault of argument."*

# THE KING OF PHYSICIANS—PURE AIR

**STRENGTHEN YOUR LUNG TISSUES AND THUS INCREASE THE VIGOUR AND RESISTING POWER OF YOUR BODY.**

"Thirty deep inspirations taken every morning in a pure atmosphere will do more for the colour of the cheeks than a tumbler of Chalybeate or a dose of Iron Pills."—NIEMEYER.

"The worst strain of modern city life is not on the Brain but on the Lungs. A large percentage of the Germs of our deadliest diseases will die in from half an hour to two hours in well-lighted, well-ventilated rooms, and nearly all of them perish quickly in direct sunlight and in the open air."—HUTCHINSON.

"Remember that it has now been well proved that this disease (Pneumonia) owes its origin to the Tubercle Bacillus—a germ which is practically universal and ubiquitous, but which is unable to grow or to take root properly unless it can be undisturbed in its quarters for about eleven clear days. Now, what chance has such a germ to settle in the lungs of an individual who at stated times freely admits nearly eight times the normal amount of pure life-giving air, reaching to the farthest recesses of his lungs? Practically none."—A. BRYCE, M.D., D.P.H.

*G. B. Cipriani Fecit.*

## WINTER.

*Engraved by F. Bartolozzi.*

**"All Nature feels the renovating force of Winter, only to the thoughtless eye in ruin seen."—THOMSON.**

"All disease is the same in all parts of the body. Its cause, morbid humour, which obstructs the circulation of the blood and the electricity or motive power of the brain. Its source, Indigestion and Constipation, or the Putrefaction arising therefrom."—W. RUSSELL.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age as well as of a large proportion of the diseases of adult life, is the process known as 'Auto-Intoxication,' or self-poisoning.

"This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs, or microbes, which infest the bowel, and which flourish most where the bowel cleanliness least obtains.

"The dual problem therefore of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted, or prevented, or in other words, how the bowel may be kept clean."—CHARLES REINHARDT, M.D.

There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality, than

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## LADIES' PAGE.

WHATSOEVER theories may be put forth, women are in actual fact as closely concerned with the corporate life of the nation as men, and do not escape from any consequences that follow on the acts of politicians, or the strife and struggles of social change. Very often, indeed, women have really to bear the first burden of these things, as now is the case in the present difficulty of "making ends meet" in the household, with the price of all the commodities used rising continuously, and the burden of taxation pressing even more heavily. It must be clear that certain very perceptible results must follow from the vast increase of the taxation that has been piled up on the present generation. We are paying almost twice as much in taxation (as a nation) as we were doing fifteen years ago; but the part of the nation that pays the special taxation known, as income and property taxes are paying no less than four times as much as they were doing then. In 1896-7 this section of taxpayers supplied not quite seventeen millions a year; last year, 1910-11, they had to give over to the Government sixty-three millions! The payments to officials, such as clerks and inspectors, and the general expenses known as the Civil Service, in the first-mentioned year absorbed some twenty millions; in the intervening fifteen years, the cost has risen to over forty-three millions, and the heavy expense of the Insurance Act is, of course, still to come on to this huge sum. The Navy now costs double each year what it did in 1896; the Army costs half as much again now as then. Doubtless, a large section of the men who elect Parliament believe that they can order or applaud such increased taxation and not suffer for it; they believe that they can get some benefit from it and not pay towards it themselves at all. But this is a dreadful mistake. Manufacturers, merchants, shopkeepers, landlords, everybody who is called on to pay much higher taxation, charges it on his goods, and prices rise all round, for the poor as well as for the better-off. The mistress of the home, the house-mother, knows but too well how far this rise in prices has already affected her ease of mind and her family comfort.

Of course, women who do not belong to the wealthy class now have to try to economise in every way. In the aggregate, no doubt, we have not been a thrifty nation, especially during the last half-century. Bread, vegetables, and many odds and ends that the French housewife uses up, we waste; but it must be remembered that the French husband and son cheerfully and gratefully eat those same "made-up messes," and Monsieur's example in that way must be followed by Mr. and Master John Bull if English housekeepers are to compete in economy with French ones. It is no good our frying in cheap oil instead of butter, compounding soups of stray fragments instead of buying gravy beef, elevating an egg to the position of a *plat* by itself, or presenting a big dishful of boiled haricots and onions or macaroni with a few tomatoes as the main element of a supper, if our men-folk scorn the menu and



A SMART OUT-DOOR COSTUME.

This costume is trimmed with military braid, white silk collar, and black velvet revers.

declare that it does not make them a meal! On the other hand, housewives of modest means may no doubt effect economy by taking a full share in the personal work of the household, and watching over the servants' expenditure of everything. This admirable course of conduct will assuredly produce dire domestic results in one way: servants detest economy in a mistress as absolutely the worst of all her conceivable faults; "meanness" is their name for it. Still, all things are comparative, and if we have to pay so much directly and indirectly in taxation, we shall simply *have* to become more "mean," as judged by the rather easy-going and liberal standard of the past.

Perhaps we are, nowadays, rather apt to suppose that the antagonism of servants towards their mistresses on such matters, and on general discipline, is a new thing, but it seems probable that it has always existed. To exact careful expenditure and excellent service from domestics has always meant to court difficulty. Lord Rosebery, at a recent meeting of the Scottish Historical Society, referred to the careful "Household Books" kept by Lady Grizel Baillie in the seventeenth century, which are now published by that society, and observed that though she was evidently so notable and careful a housekeeper, she was presumably very hard to please, "judging by the frequent changes in her establishment." There is a ferocious passage in Swift's writings in which he enumerates the faults of the servants of his day, and they are remarkably like those of our own.

As spring advances, lace will become the prevailing adornment of the fashionable world; and collectors of dainty old relics which have been hoarded up for years would do well to bring them out to the light of day and show them off to the best advantage. In these old pieces, the net between the sprigs of pattern may have given way, but this will not daunt the fashionable beauty who prides herself on her daintiness. She will immediately back her priceless heirloom with chiffon or filmy net, and, with a few ornamental stitches, make the old piece more beautiful and valuable than before. Then Madam will adorn her evening gowns with the lace flounce, the lace panel, and drape her corsage with her treasures. What could be prettier than the square corsage with deep flounce of lace, headed with a sparkling jewelled insertion, with the ends of lace brought over the shoulders and fastened into the waist-band at the back, the V-shaped opening filled in with a wide band of Oriental embroidery?

In ancient days the perfumed bath was a luxury, limited, probably, to imperial circles. To-day it is widely and wisely regarded as a hygienic and delightful necessity. In this connection "Shem-el-Nessim" Bath Crystals, the latest item in the popular "Scent of Araby" series, will be sure of a generous welcome. A sprinkling of the crystals added to a warm bath wonderfully enhances the luxury of it, especially if one is weary or overstrung. It cannot be too often said that one perfume only should be used throughout the toilet, and Messrs. Grossmith provide for every branch in their very charming "Shem-el-Nessim" series.

PILOMENA.



**Odol does more**  
than cleanse and beautify the  
teeth; it preserves them from  
decay.

Odol refreshes the whole mouth to the point of exhilaration, keeps the gums healthy and free from tenderness, and delightfully perfumes the breath.

And by a remarkable property, peculiar to Odol alone, it permeates the lining membrane of the entire oral cavity with its protective antiseptic elements, leaving the mouth proof for hours afterwards against the attacks of injurious bacteria, which, if not guarded against, inevitably destroy the teeth.

Odol is the most economical of all dentifrices, for, owing to the concentrated strength of the preparation and the absolute purity of its ingredients, a few drops only are sufficient for use at a time.



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## HALL'S DISTEMPER

thoroughly disinfects wall surfaces, instantly destroying all infectious germ and insect life. It sets hard as cement, with a rich velvety finish, and may be "spring-cleaned" by lightly sponging with warm water.

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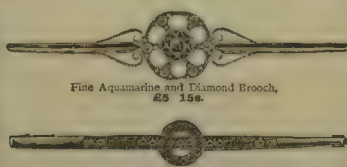
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## ART NOTES.

MR. WILLIAM ORPEN's drawings at the Goupil Gallery in Regent Street form, if I remember rightly, the first one-man show sanctioned by an artist who is better able than almost any living draughtsman to withstand a prying cross-examination. He can lift his hood at any moment, and display his machinery in perfect running order. The wild incompetence of the Futurists enhances the value and interest of one of the most thorough and conscientious of artists. His work has quality, and of this quality the basis is rightness of execution; as sound as a Bank of England ledger, as deft as cricket, as neat as machinery, it starts with all the advantages. From such a base, Mr. Orpen can make whatever living sallies he desires. His work is full of variety, by-play, jest, and experimental artifice because it has solid and exact foundations. But because he is able to do what he likes, his work lacks definite motive; with the ability to do everything, he has not made a grand assault upon anything. He is the only artist alive of unlimited possibilities, so far as technical power is concerned. He is the real Futurist, because he has not yet ransacked his future.

The variety of the present exhibition is, always with the undefined limitation of what he may yet accomplish, unlimited. Here is every sort of Orpen, from the domestic to the fantastic, from "Mr. George Moore," watching with some weariness the making of an honest likeness, to "Don Quixote." The pencil landscapes, the pen and wash figure-studies, and an entrancing series of open-air portraits

of one lady, with life-school studies in charcoal, and elaborate exercises in composition, seem to cover the whole, so far, of Mr. Orpen's career.

Mr. Peppercorn has a motive; his ambition is fixed. Each of his landscapes is entire; all are complete. From them you could build up a continent; his trees, united, can be thought of as one splendid forest, because through all Mr. Peppercorn's work there moves one unifying spirit. But each landscape is self-sufficient, with the self-sufficiency of perfect balance, of universal light and air. If

Horsley," "Early Morning Fishing," "A Cornfield from the Canterbury Road," and numbers of others are rare and delightful drawings.

Mr. Frank Bramley also exhibits at the Leicester Galleries. As the painter of "The Hopeless Dawn," he has found it necessary to desert a strong position. To be able to paint so fine a picture, and yet to renounce that particular ability, argues a strong conviction of his scope. He has had the strength to forego picture-making; the whole for him is not so great as the part. He reverses

the usual order, having made finished pictures that he may be able to make sketches. I think his present exhibition is his justification, but it is not easy to be finally convinced. Here is seen delightful, easy, fluent work; a brilliant touch, a wayward palette; here are, in fact, all the qualities that we would sigh for if Mr. Bramley were devoting himself to furnishing the line at the Academy. Some things Mr. Bramley does in a way that is final; we would not have him run any danger of restricting or marring with Academical fetters the genius that enabled him to paint the brown hair of a



Photo. C.N.

## SEARCHING FOR "BLACK DIAMONDS": FAMILY PARTIES GATHERING WASTE COAL FROM A COLLIERY-TIP AT PENDLEBURY.

Owing to the Coal Strike poor people have had to resort to all kinds of shifts to obtain fuel. In the mining districts there has been a run on the waste coal lying about on the coal-tips of the collieries, resulting in scenes such as that shown in our photograph, taken at Pendlebury, in Lancashire. In the poorer districts of Manchester, coal has been sold by the pennyworth. At Sheffield a subsidence of the ground was caused by hundreds of poor folk digging at a coal seam in a brickfield, and two people were injured.

Mr. Peppercorn is thought by some to lack variety, it is only because he never consents to trifle with his art, or do violence to the exact concord he has established between Nature and convention. The whole series of oil pictures at the Leicester Galleries proves him at peace with his theme; he has made a discovery and a compact, and is a man of honour. In the charming water-colours his art is more casual, as is proper to the more casual medium. "Carrying Wheat, Sussex Downs," "Ploughing at

little girl in the open—brown hair mixed with the wind and the direct light of the sky.—At the Leicester Galleries is a third exhibition, of artists' autographs. Well-authenticated letters of Michael Angelo and Raphael are things which even many national museums must do without. Here, on one little wall in Green Street, are quite half-a-dozen scraps of paper which the British Museum would jump at, if it could afford to clear the high prices that bar the way. One of the best in the collection is an early letter of Millet.—E. M.

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UNDER BRITISH PROTECTION: THE PALACE OF THE SULTAN OF SOKOTRA AT TAMARIDA.

The island of Sokotra, in the Indian Ocean, is a dependency of Aden, and since 1896 has been a British protectorate. The rule of the native Sultan is maintained. The chief town, Tamarida, is on the north coast. Sokotra exports butter and incense, and produces dates and gums. It trades chiefly with Muscat.

#### THE SECOND DUKE OF RICHMOND.

THE second Duke of Richmond, of the new creation, was no very remarkable figure, but his correspondence and that of his friends throw a curious and intimate light upon English society during the first half of the eighteenth century. The Earl of March has, therefore done social history some service in the two volumes, "A Duke and His Friends" (Hutchinson), which he has prepared laboriously for the press. The second Duke of Richmond was the grandson of Charles II. and Louise de Kerouaille, Duchess of Portsmouth. He lived the life of the average young nobleman in those times, made the Grand Tour, saw some service, sat in Parliament, and did his part as a landlord and a sportsman. The letters relating to his interest in cricket tell us some quaint things about the laws of the game at that period. Lord March commends to present-day players the rule—"that if any of the Gamesters (other than the Umpires) shall speak or give their opinion, on any Point of the Game, they are to be turned out, and voided in the

Match." This counsel of perfection is, however, somewhat spoiled by a saving clause—"This is not to extend to the Duke of Richmond and Mr. Brodrick," the rival captains. In the absence of M.C.C. rules, special articles were drawn up for each match. There are pleasing human glimpses of Charles II. and "Madam Carwall," and for little Lady Anne Lennox's childish letters to her famous grandmother we owe Lord March much thanks. Very delightful, too, is her epistle to her brother about his "election." His friends, if seems, are working hard for him, at some sacrifice. "Lord William and George Macartney takes as much pains, for they are, forst to drink strong bear and smook with all the voaters twis a week, which you may gus is not very agreeable to them, and I beleave woud not do it for aney body but you." The one romance of the Duke's career was his marriage. He and one of the Cadogans were married in infancy, to cancel a debt. Years



HELD RESPONSIBLE FOR THE PROTECTION OF WRECKED VESSELS: THE SULTAN OF SOKOTRA "EXPLAINS" TO HIS MAJESTY'S REPRESENTATIVES.

Our correspondent writes: "The Sultan of Sokotra is held responsible for the protection of the crew, passengers, or cargo of any vessel wrecked on the island. He was called upon for an explanation regarding the plundering of the wrecked steamer 'Kuala.' For this purpose Sir James Beil, Resident of Aden, visited Sokotra.



THE COMING GLORY OF THE SOUTH BANK OF THE THAMES: A MODEL OF THE NEW LONDON COUNTY HALL, OF WHICH THE KING HAS LAID THE FOUNDATION-STONE.

On Saturday, March 9, his Majesty laid the foundation-stone of the new London County Council Building at the southern end of Westminster Bridge. The building has been planned by Mr. Ralph Knott, the architect whose design was accepted, in collaboration with the L.C.C. official architect, Mr. W. E. Riley. The embankment wall was designed by the Council's chief engineer, now Sir Maurice Fitzmaurice, who was knighted by the King. The present estimated cost of the building is £1,412,000. The frontages will be of Portland stone on a base of granite.

passed: young Lord March came home from abroad, none too well pleased to assume his duties as husband. On his last night of virtual, if not virtuous, bachelorhood he went to the play. There he fell madly in love with a lady, asked her name and found—that she was his lawful spouse! This discovery did not put him off, and the marriage was a success. The two volumes contain much that is unimportant, but from the mass the discerning reader will extract a picture of the times, in itself no unimportant thing, and one that justifies Lord March's pains as editor of his ancestor's letter-bag.

Three recent additions to Messrs. Macmillan's series of sevenpenny reprints of well-known novels are "Don Orsino," by F. Marion Crawford, "Miranda of the Balcony," by A. E. W. Mason, and "Dorothy Vernon of Haddon Hall," by Charles Major. These handy little pocket editions, with their legible type, are very attractive. The frontispiece in Mr. Major's book shows a curious lack of proportion, the two figures, with their small heads and large bodies, looking exactly like a pair of giants.

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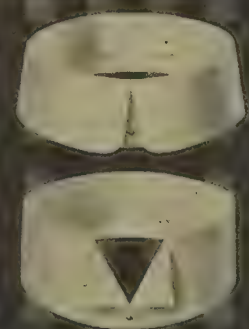
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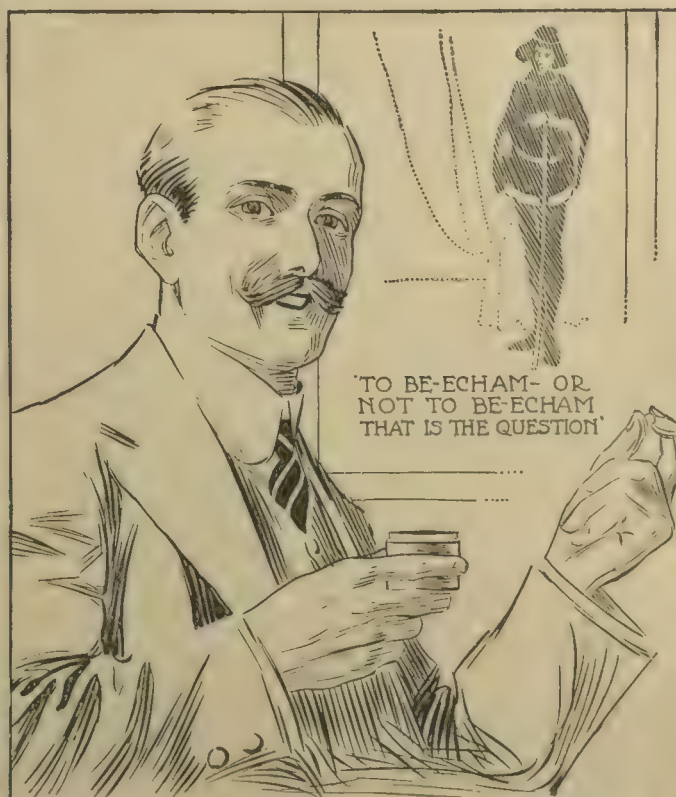
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## TWO NEW NOVELS.

"The Golightlys: Father and Son." Mr. Laurence North's satire is none the less incisive for being superficially frolicsome. It illustrates the old, old utterance of the Preacher—"Vanity of vanities, all is vanity," and Mr. North expands the text to the latest uses by adding in effect, if not in so many words, "especially in modern journalism." "The Golightlys: Father and Son" (Martin Secker) deals with the rise and fall of a newspaper magnate, beginning with the straitness of his Nonconforming progenitor, and ending with the wild oats and the gilded extravagances of the third generation. Between these two poles, a power in the Strand, but a man easily undermined once the foundations of his self-confidence had been tampered with, stands Potiphar Golightly of the doubtful aspirates and the narrow ambitions, a man never wholly released from the unease of the lower middle-classes. Even Osric the son, after Eton and Oxford, lacked the assurance that his noble and impecunious friend, young Welshpoole, wore as his birthright; it is just this flaw of social uncertainty that distinguishes the genuine gentleman from the pinchbeck article, and a single generation fails to efface it. Potiphar himself hardly succeeded in living down his unfortunate Christian name. He was never far out of a woman's range, and he missed marriage more than once because young women quailed at becoming Mrs. Potiphar. The wife he attained in the end masked her weakness under an initial. Mrs. P. Golightly's character, by the way, is one of the neatest studies in a witty book.

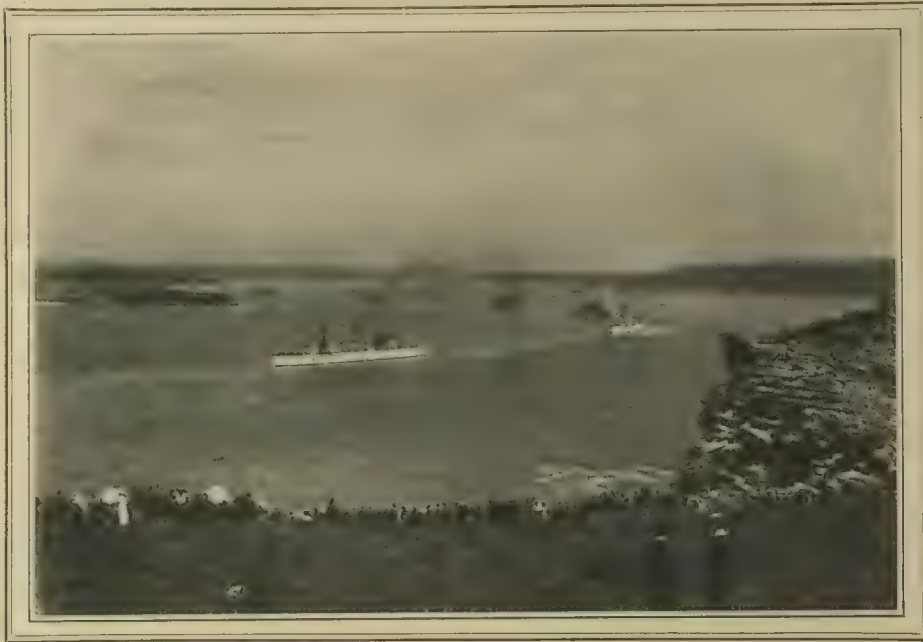
"A Lost Interest." The hand of Mrs. George Wemyss retains much of its cunning in "A Lost Interest" (Constable and Co.), although the simple and irresistible appeal of "The Professional Aunt" is

lacking. The new book has a real plot—not, we think, to its advantage, for Mrs. Wemyss is always at her best when she is digressive, and here she is rather heavily handicapped by a serious issue. It is a refreshment to find her straying back to the child-world she knows so well. "Tommy . . . has not quite fulfilled all my expectations. . . . When he was quite small I was reading to him—it comes in the

was sitting on it!" "I was puzzled; I didn't know what to do . . ." Such are the ameliorations of the story. There is Barbara, the torment and delight of an innocent Fräulein, and there is a baby—too late, however, in the book to be of much account. The nun episode is rather absurd; but then, on the other hand, we have Lady Blatherwake, one of those caustic, shrewd old ladies who make us understand why Israel

laid so much stress on the wisdom of the elders. "A Lost Interest" is full of clever sketches of modern English types—the well-born English, be it understood.

At the Institute of Oxypathy, in Conduit Street, a few days ago, Dr. M. E. A. Wallis gave a lecture explaining the character of the oxypathic treatment. After recalling the fact that oxygen plays a large part in the composition and preservation of the human body, burning up waste products and killing disease germs, he said that the aim of the oxypathic treatment was to increase the capacity of the body for absorbing oxygen. The discovery of the principle underlying the method of treatment is ascribed to Faraday. Oxygen is said to be attracted to the human blood by magnetism, but in bad health this power of attraction is decreased. To stimulate and increase it, an instrument called the Oxypathor is used, which is connected by wires with aluminium discs placed on the wrists and ankles. The flow of blood is also assisted by scientific manipulation of the body. Dr. Wallis, in his interesting lecture, described the practical benefits of the oxypathic treatment, at the same time pointing out that the institute does not make extravagant claims to cure all diseases. It will only treat severe cases with the approval and co-operation of the patient's own doctor.



THE CHAMPION GUNNERY FLEET OF THE YEAR: THE AUSTRALIAN SQUADRON ENTERING SYDNEY HARBOUR.

The Australian squadron is this year the champion gunnery fleet of the British Navy. The photograph, taken from the North Head, shows the fleet entering Sydney Harbour, with H.M.S. "Encounter," the individual champion gunnery ship, in the foreground.

Psalms, I think—"Stretch out Thy right hand and deliver us." Tommy said, 'He couldn't.' And I said he mustn't say that, God could do everything! 'He couldn't do that—not stretch out His right hand,' persisted Tommy. And I said, 'Tommy, you mustn't say that.' 'Well, mother,' he said, 'He couldn't stretch out His right hand, because the Son of Man

was sitting on it!'" "I was puzzled; I didn't know what to do . . ." Such are the ameliorations of the story. There is Barbara, the torment and delight of an innocent Fräulein, and there is a baby—too late, however, in the book to be of much account. The nun episode is rather absurd; but then, on the other hand, we have Lady Blatherwake, one of those caustic, shrewd old ladies who make us understand why Israel

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Excellent definition and Magnification. The very best glass for sight-seers; easily carried in the breast pocket, and safest in a crowd.

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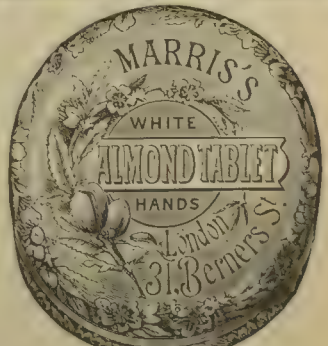
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is noticeable after riding other machines. Just try one and you will realise the difference in the running, its ease and comfort.

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Benger's is the only self-digesting food in which the degree of digestion is under complete control. It has therefore the great advantage of giving the digestive functions regulated exercise according to their condition.

Benger's Food is rich, creamy, and delicious.

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Instead of the usual toast or bread try a few SAVOURY BISCUITS. You will be delighted with the way in which their piquant flavour serves to bring out the good quality of the Soup.

Order from your Grocer thus: "Shilling Tin, Peek Frean's Savoury Biscuits."

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# SAVOURY BISCUITS

## "THE GUN OF THE PERIOD"

(Trade Mark Regd.)

Our Guns have been exhibited in the principal exhibitions of the world, commencing with the London Exhibition of 1862, and "The Gun of the Period" has taken honours since first exhibited in Paris in 1878.

WRITE FOR ILLUSTRATED CATALOGUE OF ACTUAL STOCK, NOW READY, SHOWING EVERY BREECHLOADER OF REPUTE.

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#### MOST POPULAR GUN MADE.

Special Hammerless Ejector Guns  
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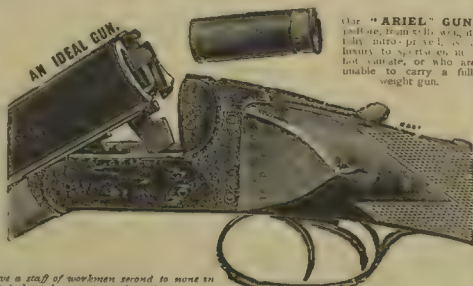
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THE SHOOTING OF OUR GUNS  
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HIGH VELOCITY CORDITE  
RIFLES extreme accuracy guaran-  
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For repairs, re-stocking, new barrels, etc., we have a staff of workmen second to none in the trade. Guns by other makers taken in part exchange.

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THE "ARIEL" GUN, well known for its accuracy, and its ability to shoot at a target, or who are unable to carry a full weight gun.

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Such intending "hirers" should give attention to the Hire System of Messrs. John Brinsmead & Sons—a firm whose pianos are recognised throughout the world as embodying all that is excellent and durable in the science of pianoforte construction, and who for many years have hired out their instruments for purposes innumerable.

Write to Messrs. Brinsmead direct stating for what purpose and period a piano is required, and you may rely on prompt attention to the enquiry, and full satisfaction in the fulfilment of your wishes.

Pay a visit to the showrooms; see, and judge for yourself the excellence of the firm's productions; or send to Dept. 3 for the new 1912 Catalogue, containing full particulars of the latest Brinsmead models.

The name and address of the local agent will be supplied on application.

**JOHN BRINSMEAD & SONS, Ltd.,**  
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**FOR OBESITY**

to be had at the principal  
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**MARIENBAD TABLETS**

only genuine with the name  
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## THE CHRONICLE OF THE CAR.

The R.A.C. and the A.A. Since I last wrote on the relations subsisting between our two premier motoring organisations, matters have moved somewhat, and not, withal, in a direction in which all true friends of automobilism would have them move. The R.A.C. has done something which it has never conceded to do before in the whole of its history—it has taken the Press into its confidence and, through them, the motoring public. It has attempted to justify its action in formulating a scheme for placing patrols on the roads—the Club calls them "Road Guides," but it is merely a rose under another name; but I think it has gone a little wide of the mark, for, so far as I know, its right to do so has never been called into question. If the Club,

standing of its motives, I will agree, although my own opinion is that whatever of misunderstanding has occurred is to be laid at the door of an organisation which, holding, so to say, public office, attempted too much to keep its acts and its motives in the background. However, I do not propose to labour this point or to read a homily to the Club. We have arrived at a stage in automobile history when homiletic lectures are of no use—we now want

constructive policy. That, I think, is admitted on all hands; but the question now to be discussed is, how are we to achieve such a policy of construction as that which is indubitably necessary? The position now is that the interests of the motorist at large are in the hands of two organisations whose frontiers have become coterminous, and along which exist endless points of possible friction. Both are worked by extremely able executives, who know what they want and intend to get it by the shortest way, but who are animated not so much by considerations of the general good as by a desire each to make his own organisation *au premier*. It need not be said that so long as this state of affairs continues there will be constant bickerings—indeed, as the struggle for existence becomes more acute the friction must become worse, and we shall



Photo. *Trampus*.  
THE "FIFTH ARM" IN TRIPOLI: AN ITALIAN MONOPLANE AND DIRIGIBLE AFTER RETURNING FROM A BOMB-DROPPING FLIGHT OVER THE TURKISH LINES.

or any other organisation, proposes to do what is already being done by anyone else, I do not see that its right to do as it likes with its own funds or to give its members whatsoever it pleases in the way of service can be questioned. But the policy of the act is another matter altogether. It may well be argued that the R.A.C. is by way of a private institution, whose actions are not fit subject for public criticism, but I for one do not agree that this is so. Both the Club and the A.A. live much in the public eye; their actions are public; they court all the publicity and advertisement they can get; and, therefore, neither can legitimately object to what is said of its public acts, so long as the decencies of debate are observed.

The Club appears to think that it has enemies among those who strive to guide automobile opinion in the public prints. That I do not think is so, but if it will let it go that there has been in the past a good deal of misunder-



Photo. *Rol*.  
MAKER OF THE FASTEST NON-STOP LONDON-TO-PARIS FLIGHT AND THE LONGEST CROSS-CHANNEL FLIGHT: M. SALMÉT AFTER LANDING AT ISSY-LES-MOULINEAUX.

On March 7, M. Henri Salmét, in a Blériot monoplane, achieved a record non-stop flight from Hendon to Paris in 3 hours 12 minutes, over 70 miles an hour. He crossed the Channel from Eastbourne to Dieppe—about 65 miles—the longest cross-Channel flight yet accomplished. M. Salmét left Issy-les-Moulineaux the same day as he arrived, intending to make a non-stop return flight to London, but bad weather caused him to descend near Boulogne. He recrossed the Channel on the 8th—the thirty-seventh cross-Channel aeroplane flight—but had again to descend near Chatham. On the 9th he started again, but had two new mishaps, at Maidstone and near the Royal Albert Docks. The second time his machine overturned, but he managed to jump free. He returned to Hendon by motor-car.



Photo. *Trampus*.  
THE MOTOR-CAR IN WAR: A STAFF-OFFICER OF THE ITALIAN ARMY IN TRIPOLI INSPECTING A NEW POSITION.

be in danger of seeing the fate overtake our motoring associations which was so narrowly escaped by the Cyclists' Touring Club. That we most emphatically do not want, for the motorists' battle is not won yet, by a long way. We want strong and representative associations, and, one way or another, we must have them.

## Fusion the Remedy.

If I were to suggest the amalgamation of the R.A.C. and the A.A. I should call down all kinds of wrath upon my head. The word is anathema to both, and, as a matter of cold fact, I do not believe that amalgamation would be within the limits of practical possibilities. The vested interests are too important, and neither is in the position of the Motor Union when it was forced into the arms of the A.A., for that institution was a very sick man at the time, and it was a case of amalgamation or dissolution. But I do plead for a closer accord between the two, and I

(Continued overleaf.)



**Writing at  
"top speed!"**

: : this is quite : :  
: : possible in an : :

**N·E·C**  
**MOTOR CARRIAGE**

**because**  
**the body of the car is swung between**  
**(not over) the axles, thus reducing**  
**the vibration to the minimum.**

The cars are the most luxurious on the road; you may travel at highest speed over rough and stony ground with absolute comfort. No other car can truthfully make this claim. Motorists who desire a car perfect in every detail should communicate with the Manager, who will be pleased to arrange trial runs to suit their convenience.

**What Owners Say:**  
"All vibration on bad roads is entirely eliminated."  
"The quietest and easiest-going car I have ever been in."  
"I cannot speak too highly of the comfort, etc."  
"The acme of comfort in travelling."

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**9, Grafton Street, New Bond Street, W.**

 Cars for hire, 30 h.p. & 40 h.p. Telephone: 3150 Gerrard.

## TESTIMONY.

Overnorton Park,  
Chipping Norton.

I am sending you my 38-h.p. Silent Knight Daimler over to the works on Friday. I have had it in continual use for over two years and I want it thoroughly overhauled. It has done close on 20,000 miles and I have had no trouble whatever with it during the time except to have the brakes renewed once.

Would you have it examined and send me a report and estimate of what is necessary, and the cost of same?

I will come over on Tuesday to have a look at it, if the engine and transmission will be open for inspection by then, as I should like personally to see what wear has taken place. I am perfectly satisfied with its performances up to date.

Yours truly,  
(Signed) D. H. G. Daly, Capt.

**Daimler**

THE DAIMLER COMPANY, Ltd.,  
COVENTRY.



# MICHELIN'S "OLD CURIOSITY SHOP"

(Original Photos can be seen at our Premises).

## Exhibit B.

Many drivers, excellent though gloat over the sense of power them over their car. This tends stop-her-all-standing" method

Although you may be in there is an *art* in using brakes; and applies it judiciously will from his tyres than he who heaves-to with a wrench and

A series of sudden, vicious enough effects upon a machinery; but the poor when brakes are too suddenly direct contact with the road, great proportion of the strain the car.

The accompanying illustration shows a Square Tread cover, which, wheel and the consequent the rubber and canvas torn off so much so, indeed, that an

If you saw a man pull a throw it on the road, you wouldn't you? And yet the more than a sovereign away; of solid rubber and canvas in himself in for a repair bill of costly, isn't it? The expense somewhere about one thousand would make a Rockefeller look

Another point: *Practical that a car is not stopped as locked as when the brakes are*

Absorb that fact thoroughly; remember what it illustrates and your brakes are equally adjusted, above all to avoid locking your

they be, are apt, occasionally, to which a set of good brakes gives to breed that "let-her-rip-and-of driving, which is wrong.

clined to smile at the idea, and the motorist who studies secure much longer service bangs in his brakes and a jolt.

lent stoppages must have in-car's accurately constructed tyres are the greatest sufferers applied, because, being in they must support a very of arresting the momentum of

tration shows an almost new owing to the locking of the skidding of the tyre, has had for a considerable distance—actual hole has appeared

sovereign from his pocket and would be somewhat astonished, owner of this cover has thrown he has torn off  $\frac{1}{4}$  of an inch a few seconds, and has let at least two pounds. Pretty works out at the rate of pounds an hour—a figure which a bit sick.

tests have conclusively proved quickly when the wheels are applied gently but firmly.

then look at the photograph again, determine henceforth to see that to apply them gently, and wheels.

## Exhibit D.

This exhibit cannot be separated from that on the preceding page; it belongs to the same category.

The motorist, having had the experience of coaxing one bead of a new and stiff cover into a rim, only to find that, during manipulation, the valve-slits have mysteriously slipped round so that they are six inches away from the valve-hole, purchased—as all motorists should—a Michelin Dummy Valve.

So far, so good! When the first bead was fitted, however, the Dummy Valve was allowed to slip inside the cover. How this happened, only the operator himself could say; but the result was disastrous enough, as is clearly indicated by the illustration.

As in the case of the spanner in the cover, when the tyre was inflated, every turn of the wheel impressed the Dummy Valve on the tube; and rubber being softer than wood—well, the result is pretty obvious, isn't it?

When you are fitting or detaching tyres, clear your mind of the charming waltz you had with Amelia the other night, and concentrate! concentrate!! concentrate!!! It is only in this way that tyre manipulation can be rendered easy and safe.

## Exhibit G.

If the poet, who immortalized that scientific fact about the constant dripping of water wearing away the hardest stone, had been a motorist and an observer, he might have sung, with equal truth, to the effect that constant friction against sharp tools and the heterogeneous collection of oddments usually to be found in a motorist's tool-box, wears away an inner tube. But let us get down to hard facts. This is a new tube. It hardly looks it, admit. Still, it is.

The unfortunate thing was taken from its cardboard box and thoughtlessly flung into the tool-box on the car, there to rest in perfect safety (?) until it should be called upon to help the motorist out of a "hobble."

Could this tube but speak, verily "it could a tale unfold." Far from resting in comfort, its life was made a perfect misery by the hard and pointed tools. In fact it lived in a state of constant friction, which it was unable to disregard. Result: the three holes that you see.

And what does this mean?

Why, that before the tube can be used, it must have one *ten inch* and one *fourteen inch* section inserted which means a nice little amount to be added to the original cost of the tube. Nice for the owner, too, to see his new tube reduced to the level of one that has been badly burst in three places. . . .

A special Tube Bag would have only cost him a trifling amount.

## Exhibit E.

The "Book of Bibendum" (Vol. 2) contains a story of an irate manager of a certain garage not a thousand miles from Fulham Road, and his adventure with a new cover, which showed a very pronounced swelling. The trouble was found to be caused by the presence of an *Elbow Lever*, which had been left inside inadvertently.

"And what are these strange marks in this cover?" you will ask. I have even the redoubtable Sherlock Holmes, past master as he was in the art of elucidating mysteries, would puzzle his brows over such a problem.

Well, here is the explanation. The driver, having carefully left his tyre level in the garage, brought a set spanner with him as a good substitute for fitting the cover after a puncture. He manipulated that tool with a certain amount of skill, but evidently was overcome at last by a mental aberration, which caused him to let the spanner slip under the cover. The result was that on resuming his journey, every revolution of the wheel served to impress the spanner more deeply in the canvas of the cover, until the key finally cut right through the fabric. In addition the tube burst, so plenty of trouble resulted, you see.

When you are fitting or detaching, remember it requires undivided attention. Spanners should be kept in the tool-box. It is through the "looking-glass" method of in the tool-box and tools in

is an operation which Spur and Elbow Levers something of an "Alice-procedure to keep inner tubes your outer covers.

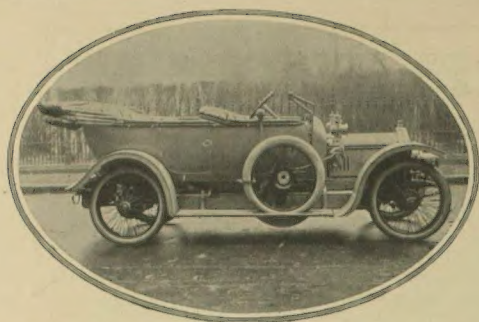
And besides, it doesn't pay!

The above are pages taken from instruction plate booklet, which will be sent post free.

MICHELIN TYRE CO., LTD., Fulham Road, London, S.W.







BRITISH THROUGHOUT: A 15-H.P. STRAKER-SQUIRE 1912 MODEL, WITH STANDARD FOUR-SEATER BODY.

*Continued.* I sincerely believe that if wise counsels can be got to prevail some fusion of interests is possible, which shall define the spheres of each, prevent the deplorable overlapping and consequent waste of money which now goes on, and do away, once and for all, with any possibilities of serious friction. Admittedly, the likelihood of such a fusion as I would like to see has been made the more difficult by the refusal of the A.A. to come into the National Council of Automobilmism, wherein, to my mind, it was quite wrong, my private impression being that the latest move of the Club is not altogether unconnected with that refusal. But no matter what the past errors in tactics may have been, there does exist a very strong case for the making of yet another attempt to bring these two warring bodies together. There exists a basis for discussion in the draft scheme, founded on the circular of the Derbyshire and North Stafford A.C. of a year ago, put forward by the *Automotor Journal* at the time when much talk was occasioned by that circular. But whatever the basis, the two *must* get together and talk things over. Else things will be said which will not be welcome to either Club or A.A. More than this I need not say at the moment

#### The 15-h.p. Straker-Squire.

I had an exceedingly pleasant time last week-end in company with a 15-h.p. Straker-Squire. Although this car has been well and favourably known for a number of years, I have never before had the opportunity of handling it—which has been my loss, for now that the omission has been set right I must say that my impression of it is altogether a good one. In its construction it follows conventional lines, differing not at all, in the essentials of its design, from many other good cars; but there is certainly a "feel" about it that stamps it as a car well up among the leaders in its class. I particularly like the car in traffic, for it literally steals along



A LEVEL BIT OF A STIFF CLIMB: A ROVER CAR ASCENDING THE GREAT ORME'S HEAD.

The gradient of the road up the Great Orme's Head, Llandudno, is in places as steep as 1 in 3½. The car, with four up, is being driven by Mr. G. W. Brown, M.I.A.E.



A STIFF ARTIFICIAL HILL-CLIMBING TEST: A ROVER CAR ASCENDING THE TEST HILL AT BROOKLANDS, WITH SIX UP.

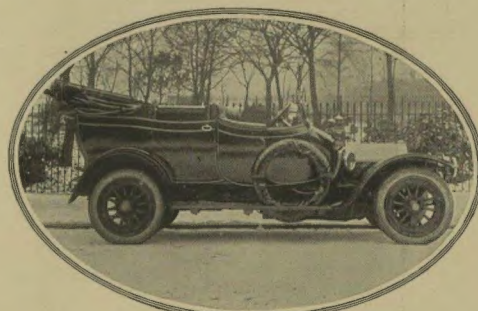
The Rover Company guarantee any of their standard cars to be able to climb the test hill at Brooklands.

jection doubtless lies in the fact that the ignition-point of the magneto is automatically variable by means of a governor, which ensures that the ignition of the charge never takes place too early for the engine-speed. This feature, too, makes the acceleration simply delightful—there is none of that harsh and sudden tearing away of the motor, which some people imagine marks

a good engine, but which is so deadly destructive of tyres; but instead the sensation is that of a rapid but even picking up of speed which is just my ideal of things. On the open road I found the car quite fast enough for any but the most confirmed speed-maniac; hill-climbing capabilities excellent; control splendid; and braking power ample and sweet in action. Alto-

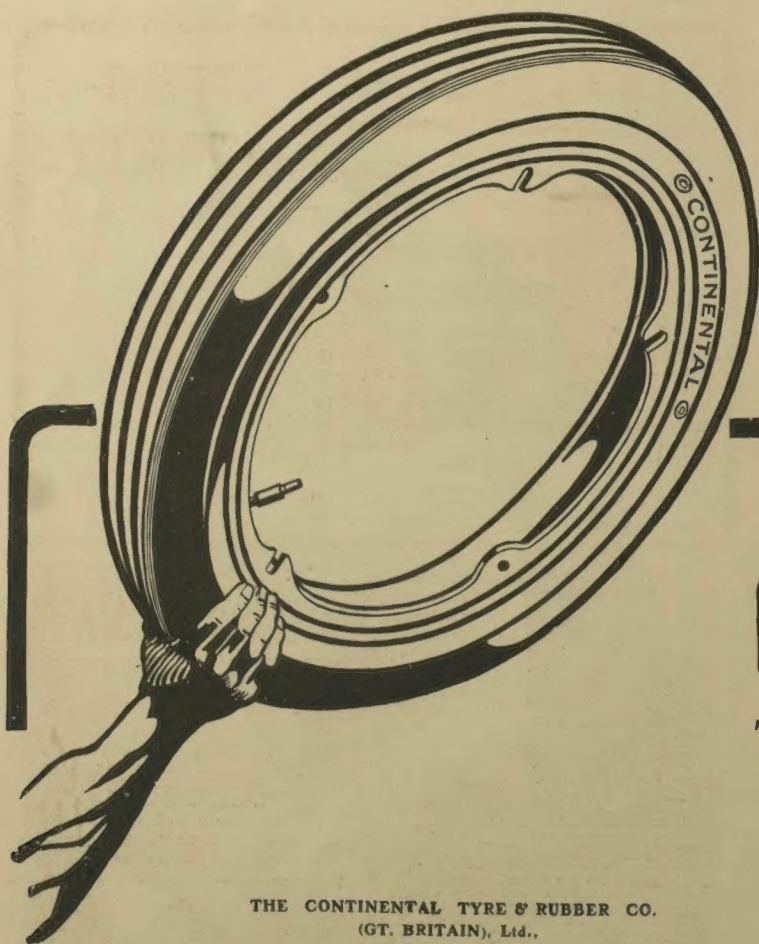
gether a car of excellent parts, and one that I can conscientiously recommend to the motorist in search of a car in the "fifteen" class. For myself, if all Straker-Squires run like the one I tried I want nothing better. I had nothing to do but watch the road, and, really, the car ran so well and took so little driving that there was not even much of that to do. W. WHITTALL.

Motor-cyclists will learn with interest that the recent War Office tests of motor-bicycles at Brooklands have resulted in the order of two motor-bicycles from Messrs. Rudge-Whitworth, Ltd., of Coventry. Both machines



RECENTLY SUPPLIED TO THE HON. GEOFFREY PARSONS: A 1725-H.P. ARMSTRONG-WHITWORTH CAR, FITTED WITH CABRIOLET BODY.

to be supplied are the Touring Free-Engine Model exactly as described in the company's catalogue.



Most tyre troubles and expense arise from the fact that the weight is too great for the Tyre.

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THREE-RIBBED TYRES  
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THE CONTINENTAL TYRE & RUBBER CO.  
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Their great strength renders them most suitable for all Types of Cars.



## The Maximum Service for The Minimum Wage.

—There are no motoring conditions, however various, however severe, however good or bad, that are not made better by using



## GOODRICH TYRES

Manufactured by

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The Supreme  
SUNBEAM

possesses all the qualifications for a touring-car—SPEED, EFFICIENCY, COMFORT, and ENDURANCE. It is the only car in the world which holds 15 World's Records and has won the R.A.C. Gold Medal Twice (awarded annually to the car which makes the most meritorious performance in R.A.C. Monthly Trials). It has proved its superiority on the road by an overwhelming list of successes.

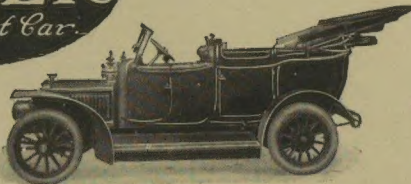
THE SUNBEAM MOTOR CAR CO., Ltd.,  
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# Sunbeam

The  
Celebrated  
ADLER  
The Perfect Car.

From 10 h.p.  
to  
70 h.p.



Prices  
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The "Morgan" Cabrio-Landaulette—fully-open position,  
on Adler Chassis.

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Famous  
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## The Rudge Motor Bicycle

Always  
to the Front

and the secret of it is the fact that the Rudge gives its rider absolute confidence.

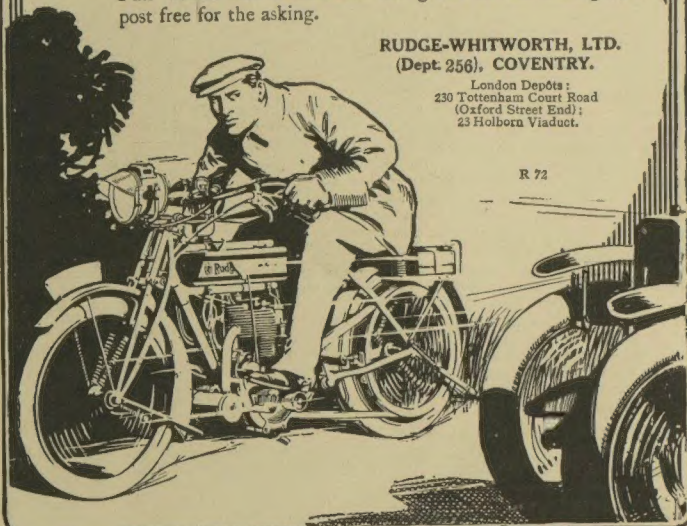
The Rudge is so perfect in construction, its materials are so sound that it does away with the worry and the strain that are felt by the man who rides other motor bicycles. Whether racing or rambling, the Rudge is reliable—and that is the very first point of success.

Full details and illustrations are given in the catalogue, post free for the asking.

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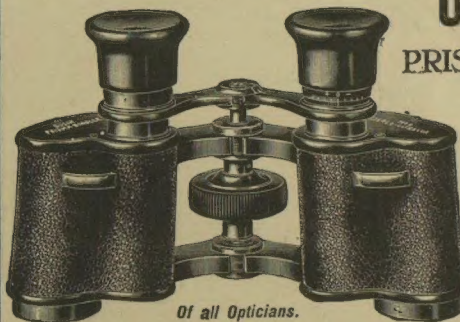
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## BUSCH

STEREO-  
ULTRALUX

## PRISM BINOCULAR



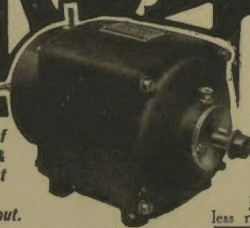
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Gives a stereoscopic  
image and double the  
illumination of the  
earlier models.

Central Screw  
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# "THE BROLT"

CAR-LIGHTING  
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Highest Grade of  
Workmanship &  
Material, Robust  
Proportions.  
British throughout.

Every detail of the "Brolt"  
System has been specially  
designed for the work, and  
is not merely an adaptation.

Full output given at lowest speed  
of any on the market, and is per-  
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less running. High electrical efficiency.

Batteries of lower voltage can be charged, if desired, as the dynamo output cannot possibly exceed its rated amount. The Dynamo cannot be burned out by a short circuit, as it would merely fail to excite. The sparkless and cool running is not dependent on specially made carbon brushes, and the brushes will outlast the car. Totally enclosed and weatherproof.

The switchboard has aluminium cover. Combined Ammeter and Voltmeter. Patent switch with visible indicator. Tell-tale indicator with red lamp which lights up if tail lamp goes out.

Made in three sizes. Prices and further particulars on request.

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MELTINGLY SMOOTH  
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THE NEW  
CHOCOLATE



## "TENNYSON AND HIS FRIENDS."

"TENNYSON and His Friends," edited by Hallam, Lord Tennyson (Macmillan), forms a very pleasant pendant to the two volumes of the editor's "Life" of his father. The book, as far as *formal* goes, is exactly uniform with that work. Its method, however, is purely anecdotal. There are occasional repetitions, but the new matter is profoundly interesting and valuable. Lord Tennyson has had the assistance of many of the late Laureate's friends. Sir Henry Craik writes on "Tennyson and Lushington"; Dr. Warren on "Tennyson, Fitzgerald, Carlyle, and other friends"; "Tennyson and Thackeray" has been contributed by Lady Ritchie; "Tennyson and Bradley," by Margaret L. Woods; "Tennyson as a Student and Poet of Nature" is discussed by Sir Norman Lockyer; "Tennyson and Science," by Sir Oliver Lodge. This does not by any means exhaust the list. There are notes by Jowett, the Master of Trinity, Mr. Wilfrid Ward, Sir Alfred Lyall, Mr. Arthur Sidgwick, and many others. Particularly interesting are "Some Recollections of Tennyson's Talk," by Edward Fitzgerald. The remarks on the Child in Art and on the dignity of the babe, with one or two others, have already been given in the *Life*; but this of the view from the Star and Garter at Richmond is new—"I like those woods that go triumphing down to the river." There is a most fascinating study of the poet's brothers, Frederick and Charles—the two extremes of the Tennyson temperament, the mean and perfection of which is found in Alfred." Dr. John Brown's essay on Hallam is here reprinted. The volume is frankly a farrago, but it possesses so many sidelights, not to be missed, that one is scarcely disposed to quarrel with its lapses into obvious "book-making."

Messrs. Nelson and Sons have added to their florin series of new novels two volumes of stories and plays by Tolstoy, translated into English. That to which the story of "Father Sergius" gives its title contains also two shorter tales, an unfinished play—"The Light that Shines in Darkness," and a series of dialogues called "The Wisdom of Children." The chief character in "The Light that Shines in Darkness" represents one aspect of Tolstoy himself. The title story of the other volume, "Hadji Murad," one of the last Tolstoy ever wrote, describes an episode of his early life as a soldier in the Caucasus. The same stories are given in French in the Collection Nelson. Victor Hugo is represented by four new volumes in this French series, one containing "Han d'Islande," another two plays—"Ruy Blas" and "Les Burgraves," and the other two the delightful series of letters written to a friend during a tour through France, Germany, and Switzerland in 1838 and 1839, under the title, "Le Rhin."

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

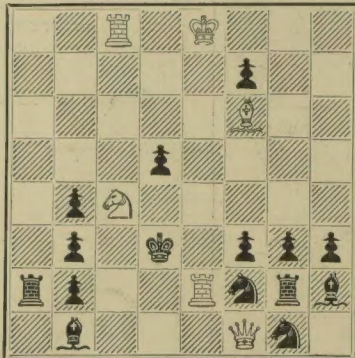
E. G. B. PARLOW.—Your problem is under examination, and we make a note of the added Pawn.  
I. SCHULZ and PH. LEHNEN.—1. B to B 3rd, K moves; 2. Castles, Mate.  
R. S. NICHOLLS.—Thanks for game. Problems No. 3534 and 3536 deserve your compliments.  
W. RUSSELL (City of London Chess Club).—Budget of games to hand, for which many thanks.

PROBLEMS RECEIVED, with thanks, from E. P. V. (Hereford), G. P. D. (Damasus), W. EVANS (Bridgend), Karl Schreiner, and J. Pratt.

CORRECT SOLUTION OF PROBLEM No. 3531 received from N. H. Greenway (San Francisco); of No. 3531 from A. Mauritus (Coburg), J. Beatty (Toronto), J. Murray (Quebec), Charles Willing (Philadelphia), and G. P. D. (Damasus); of No. 3531 from J. Murray, J. W. Beatty, A. Mauritus, J. B. Camara (Madrid), C. Barretto (Madrid), and C. Field junior (Athol, Mass., U.S.A.); of No. 3535 from W. Evans, J. B. Camara, Theo. Marzials (Colyton), and Jacob Verrall (Rodenell); of No. 3536 from A. Mauritus, T. Truscott (Forest Gate), J. Deering (Wicklow), J. S. Wesley (Exeter), Captain Challice (Great Yarmouth), and W. Evans.

CORRECT SOLUTIONS OF PROBLEM No. 3537 received from Horatio Baxter (Tayport), J. Deering, H. J. M. V. A. Way (Doncaster), James Gamble (Bellast), J. Fowler, Leslie Laidlaw (Edinburgh), W. West (Dorchester), Ph. Lehen (Hanover), J. Cohn (Berlin), J. Churcher (Southampton), J. Saavedra (Glasgow), J. F. C. Pietersen (Kingswinford), J. D. Tucker (Ilkley), E. P. V. (Hereford), Rev. J. Christie (Redditch), R. Worters (Canterbury), J. Green (Boulogne), R. S. Nicholls (Willesden), and G. Threder.

PROBLEM No. 3539.—By C. C. W. MANN.  
BLACK.



WHITE.  
White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3536.—By B. G. LAWS.

WHITE.  
1. Kt to K 5th  
2. P to B 3rd  
3. Q mates  
If Black play 1. Kt to Q 4th or Kt to B 5th, 2. Kt to B 6th (ch); and if 1. Kt to B sq, then 2. Kt to B 6th, etc.

BLACK.  
K takes Kt  
Any move

## CHESS IN SPAIN.

Game played in the International Tournament at San Sebastian, between Messrs. TARRASCH and SPIELMANN.

(Ruy Lopez.)

WHITE (Dr. T.)	BLACK (Mr. S.)	WHITE (Dr. T.)	BLACK (Mr. S.)
1. P to K 4th	P to K 4th	17. P takes R P	P to Q 3rd
2. Kt to K B 3rd	Kt to B 3rd	18. Kt to K 3rd	P to Q 3rd
3. B to Kt 5th	P to Q 3rd	19. P to Q 3rd	Q to Q 3rd
4. B to R 4th	Kt to B 3rd		
5. Kt to B 3rd	P to K 2nd		
6. Castles	H to K 4th		
7. B to Kt 3rd	P to Q 3rd		
8. P to K 4th			

The value of this move always seems problematical, but so long as Black replies with R to K 2nd, it makes little difference. We prefer, however, 8. P to Q 3rd.

9. P takes P  
10. B to B 4th  
11. P takes B  
12. Kt to Kt 2nd  
13. P to Q 3rd  
14. P to B 4th

If K takes P (ch), 15. B takes Kt. P takes B, 16. Q to R 5th, and Black's attack is practically over.  
15. P to B 5th  
16. Kt to Q 5th

17. P takes Kt  
18. K R to Kt sq  
19. B P takes P  
20. Kt to Kt 4th

21. K R to Kt sq  
22. B P takes P  
23. Kt to Kt 4th

An ingenious but hopeless attempt to get out of his difficulties by giving up the piece he has gained.  
23. R takes Kt  
24. P to R 3rd  
25. K to R 2nd  
26. R to K 2nd  
27. H to Q 2nd  
28. O to B 3rd  
29. Q takes R  
30. P to B 6th (ch)  
31. Q to K 7th  
32. K to Kt 2nd  
There is a most attractive quality in Black's conduct of this game, and the end sparkles with brilliant points.

We are sorry to hear the movement for the establishment of the Divan Café is not receiving the measure of support it might reasonably expect. The amount required is so small and the prospect of commercial success so fair that it is almost a reflection on London chess-players if they cannot between them raise the necessary amount. We need scarcely comment on the advantage of the scheme; there will be once more headquarters of Metropolitan chess, and visitors from the country will know where to find first-rate play.

Mr. J. W. Broomhead's article on the world's mining during the past year, in the 1912 edition of "The Mining Year-Book" (published by the *Financial Times*), concludes with a prophetic utterance. "Should this unrest (among the coal-miners) develop we may see American coal imported into Great Britain." In addition to a detailed list of several thousand mining companies, "The Mining Year-Book" gives directories of mining directors and secretaries, a glossary of mining terms, and much statistical information from all parts of the world.

In the new edition of "The Clergy List" for 1912, the seventieth year of its issue, no change has been made in the customary arrangement of the volume. This most useful book of reference contains complete lists of the clergy of the Established Church in the United Kingdom and the Colonies, together with an alphabetical list of benefices, giving the gross and net value of the livings, and much other information, including particulars of cathedral establishments. "The Clergy List" is published by Kelly's Directories, Ltd., 182-4, High Holborn, W.C.

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